Annual report of the Park Department

Boston (Mass.). Dept. of Parks

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HARLAN P. KELSEY
SALEM, MASS.

City of Boston.

DEPARTMENT OF PARKS.

NINETEENTH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1894.

PRINTED FOR THE DEPARTMENT.
1894.

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DEPARTMENT OF PARKS.

REPORT.

HON. NATHAN MATTHEWS, JR.,
Mayor of the City of Boston:

SIR: In accordance with the provisions of the Revised Ordinances of 1892, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report:

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve Months ending January 31, 1894.

THE PARKWAY.

LAND ACCOUNT.

RIVERWAY.

Amount transferred from loan for Public Parks . . .	$25,137 35

Expenditures.

Amount paid for land	$25,137 35

LEVERETT PARK.

Amount transferred from loan for Public Parks . . .	$26,231 98

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Expenditures.

Amount paid for land		$26,231 98

JAMAICA PARK.

Amount transferred from loan for Public Parks . . .		$210,143 17

Expenditures.

Amount paid for land	$209,835 55	
Amount paid for surveying	307 62	
		$210,143 17

ARBORWAY.

Amount transferred from loan for Public Parks . . .		$6,000 00

Expenditures.

Amount paid for land		$6,000 00

DORCHESTERWAY.

Amount transferred from loan for Public Parks . . .		$24,743 58

Expenditures.

Amount paid for land	$23,812 08	
Amount paid for surveying	931 50	
		$24,743 58

STRANDWAY.

Amount transferred from loan for Public Parks . . .		$221,372 07

Expenditures.

Amount paid for land		$221,372 07

CONSTRUCTION, MAINTENANCE, AND BETTERMENT.

Amount transferred from loan for Public Parks .	$429,200 78	
Amount transferred from appropriation for Maintenance	28,688 65	
		$457,889 43

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EXPENDITURES FOR CONSTRUCTION.

BACK BAY FENS.

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$18,835 97	
Gutters: labor and materials	5,729 73	
Curbs and walks: labor and materials	5,490 61	
Drainage: labor and materials	2,679 58	
		$32,735 89

Grading, Loam, and General Work.

Superintendence and general work	$4,067 79	
Grading: labor and materials,	3,103 30	
Loam: labor and materials	2,880 53	
Engineering expenses	1,224 00	
Fence: labor and materials	53 02	
Electric lighting	2 25	
		11,330 89

Plantations.

Labor and expenses	3,853 33

Filling.

Filling	2,447 45

Plans and Designs.

Landscape architects and expenses	572 45

Stony Brook Bridge.

Labor	145 00
	$51,085 01
Amount carried forward,	$51,085 01

Amount brought forward,				$51,085 01

RIVERWAY.

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials . . .		$41,455 08	
Drainage: labor and materials		7,200 00	
Gutters: labor and materials		3,475 66	
Sidewalks: labor and materials		474 18	
			$52,604 92

Clearing, Grading, Loam, and General Work.

Loam: amount paid under contract,	$20,145 94		
Labor and materials . .	900 00		
		$21,045 94	
Grading: amount paid under contracts,	$1,000 00		
Labor and materials . .	6,820 12		
		7,820 12	
Engineers and expenses .		5,300 00	
Superintendence and general work		3,500 00	
Clearing grounds . . .		200 00	
			37,866 06

Audubon Road Bridge.

Abutments: amount paid under contract .		$25,273 06	
Superstructure: amount paid under contract .		8,636 40	
Floor: amount paid under contract		1,352 60	
Advertising contract . .		112 97	
Engineers and expenses .		51 87	
			35,426 90
Amounts carried forward,			$125,897 88 $51,085 01

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Amounts brought forward,		$125,897 88	$51,085 01

Filling.

Amount paid under contracts	$30,151 59	
Printing	2 50	
		30,154 09

Administration Building.

Amount paid under contract,	$15,797 13	
Labor, expenses, furnishing, etc.	2,005 42	
Amount paid for heating-apparatus . . .	910 00	
Shepley, Rutan, & Coolidge, for plans . . .	578 90	
A. A. Libby & Co., paving yard	151 65	
		19,443 10

Foot-bridges and Culverts.

Amount paid under contract,	$13,174 77	
Engineers and expenses .	612 19	
Advertising . . .	89 16	
		13,876 12

Tremont Street Bridge.

Amount paid under contract,	$5,908 91	
Engineers and expenses .	506 70	
		6,415 61

Bellevue Street Bridge.

Amount paid under contract,	$5,237 80	
Engineers and expenses .	325 70	
		5,563 50

Retaining-wall.

Amount paid under contract,	$4,771 63	
Advertising contract . .	58 94	
		4,830 57
Amounts carried forward,		$206,180 87	$51,085 01

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Amounts brought forward,		$206,180 87	$51,085 01
	Bridle Path Bridge.		
Amount paid under contract,	$3,657 12		
Advertising contract . .	77 02		
		3,734 14	
	Brookline Avenue Bridge.		
Amount paid under contract,	$2,300 79		
Engineers and expenses .	315 15		
		2,615 94	
	Water Supply.		
Laying water-pipes		1,384 49	
	Plantations.		
Labor		1,000 00	
	Plans and Designs.		
Landscape architects, and expenses .		409 44	
			215,324 88

LEVERETT PARK.

	Clearing, Grading, Loam, and General Work.		
Grading: amount paid under contract .	$28,077 43		
Grading: labor and materials	5,465 62		
Engineers and expenses .	2,710 11		
Loam: labor and materials,	2,661 82		
General work . . .	290 05		
Clearing grounds . .	235 84		
		$39,440 87	
	Roadways, Gutters, and Drainage.		
Roadways: labor and materials	$9,500 00		
Drainage: labor and materials	4,009 09		
Gutters: labor and materials	1,100 00		
		14,609 09	
Amounts carried forward,		$54,049 96	$266,409 89

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Amounts brought forward,		$54,049 96	$266,409 89
	Plantations.		
Labor		3,617 42	
	Foot-bridges and Culverts.		
Amount paid under contract,	$1,170 05		
Engineers and expenses .	278 75		
		1,448 80	
	Plans and Designs.		
Landscape architects and expenses .		827 46	
			59,943 64

JAMAICA PARK.

	Clearing, Grading, and General Work.		
Grading: amount paid under contract	$15,256 12		
Grading: labor and materials	661 79		
Engineers and expenses .	2,645 61		
Clearing grounds . .	1,239 44		
General work . . .	356 57		
		$20,159 53	
	Plans and Designs.		
Landscape architects and expenses	$877 56		
A. H. French, surveying .	47 14		
		924 70	
	Water Supply.		
Water-pipes, labor		480 98	
	Plantations.		
Labor		32 00	
	Roads and Walks.		
Surfacing roads and walks . . .		10 90	
			21,608 11
Amount carried forward,			$347,961 64

Amount brought forward,			$347,961 64

ARBORWAY.

Clearing, Grading, and General Work.

Grading: amount paid under contracts . .	$27,525 23		
Grading: labor and materials,	3,788 43		
Engineers and expenses .	1,947 70		
Superintendence and general work . . .	479 00		
Clearing grounds . .	60 72		
		$33,801 08	

Roadways, Gutters, and Drainage.

Drainage: amount paid under contract . . .	$13,961 44		
Drainage: labor and materials	1,622 68		
Roadways: labor and materials	4,223 78		
Gutters: labor and materials,	67 20		
		19,875 10	

Stony Brook Bridge.

Amount paid under contract,	$4,284 00		
Labor	91 00		
Advertising contract . .	57 93		
		4,432 93	

Water Supply.

Water-pipes and labor		1,713 45	

Culverts.

Labor and materials		1,471 81	

Plans and Designs.

A. H. French, surveying . . .		58 53	
			61,352 90

DORCHESTERWAY.

Filling.

Amount paid under contract,	$8,945 14		
Amount paid for advertising,	52 85		
		$8,997 99	
Amounts carried forward,		$8,997 99	$409,314 54

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Amounts brought forward,		$8,997 99	$409,314 54

Grading and General Work.

Grading: amount paid under contract	$3,098 62		
Grading: labor and materials,	516 88		
Grading: advertising contract,	39 10		
Engineers and expenses	1,596 24		
Superintendence and general work	39 95		
		5,290 79	

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$1,540 95		
Gutters: labor and materials	1,217 49		
Drainage: labor and materials	613 27		
Sidewalks: labor and materials	52 00		
		3,423 71	

Plans and Designs.

Landscape architects and expenses	$1,131 79		
C. F. Baxter, surveying	180 00		
		1,311 79	

Culverts.

Labor and materials		653 00	

Plantations.

Labor		86 90	
			19,764 18

STRANDWAY.

Grading and General Work.

Engineers and expenses		$29 25	

Plans and Designs.

Landscape architects and expenses		27 94	
			57 19
Amount carried forward,			$429,135 91

Amount brought forward,				$429,135 91

EXPENDITURES FOR BETTERMENT.

JAMAICA PARK.

Plans		$59 68		

STRANDWAY.

Printing		5 19		
				64 87

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Watchmen: labor and expenses . . .	$14,458 98			
Sewer assessment . .	3,347 00			
Beacon entrance bridge	210 56			
Repairs of covered channel, Stony brook, and Gatehouse	141 75			
Signs and notices . .	104 40			
Repairs of covered channel, Muddy river, and Gatehouse	20 67			
		$18,283 36		

Park Police.

Pay of Park Keepers .	$10,317 06			
Police equipments and supplies	88 23			
		10,405 29		
			28,688 65	
				$457,889 43

ARNOLD ARBORETUM.

LAND ACCOUNT.

Amount transferred from loan for Public Parks . . .		$776 55

EXPENDITURES.

Amount paid for land	$761 55	
Amount paid for surveying	15 00	
		$776 55

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CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks	$7,587 03	
Amount transferred from appropriation for Maintenance	8,191 45	
		$15,778 48

EXPENDITURES FOR CONSTRUCTION.

Roadways, Walks, and Drainage.

Drainage	$4,443 32		
Expenses of construction, labor, etc.	2,592 82		
Retaining-wall	148 74		
Fuel, supplies, carting, etc.	63 56		
Engineers and expenses	40 22		
		$7,288 66	
Plantations.			
Labor		249 21	
Plans and Designs.			
Landscape architects and expenses		49 16	
			$7,587 03

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of Park Keepers	$3,791 93			
Care of Grounds and Buildings.				
Watchmen, labor, and expenses	$4,381 52			
Signs and notices	18 00			
		4,399 52		
			8,191 45	
				$15,778 48

FRANKLIN PARK.

LAND ACCOUNT.

Amount transferred from loan for Public Parks	$66,226 25

EXPENDITURES.

Amount paid for land	$66,226 25

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CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$174,131 99	
Amount transferred from appropriation for Maintenance	27,711 33	
		$201,843 32

EXPENDITURES FOR CONSTRUCTION.

Roads and Walks.

Surfacing roads and walks,	$41,830 41	
Grading roads and walks .	17,082 20	
		$58,912 61

Clearing and Grading Grounds, Drainage, and General Work.

Grading grounds .	$11,981 80	
Engineers and expenses .	9,565 32	
Superintendence and general work . . .	5,956 92	
Drainage	3,857 79	
Clearing grounds . .	3,086 72	
Damages for injury . .	3 00	
		34,451 55

Scarboro' Pond Bridges.

Amount paid under contract . . .	$10,864 00	
Labor and materials . .	1,902 88	
Advertising contract . .	51 68	
Foot-bridge, labor and materials	10,207 54	
		23,026 10

Plantations.

Labor and expenses		20,768 80

Scarboro' Pond.

Amount paid under contract for excavating, etc.,	$9,335 51	
Labor and materials . .	2,902 97	
		12,238 48
Amount carried forward,		$149,397 54

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Amount brought forward,		$149,397 54	
	Structures.		
Propagating House . .	$7,885 18		
Scarboro' Pond Building .	186 91		
The Shelter at Overlook, labor and materials .	28 50		
		8,100 59	
	Ellicott Cottage.		
Amount paid under contract	$5,850 00		
Water-pipes . . .	352 59		
Rotch & Tilden, for plans .	274 70		
Labor	119 16		
Advertising contract . .	96 25		
		6,692 70	
	Arbor, Schoolmaster Hill.		
Amount paid under contract for tiling roof .	$1,400 00		
Granolithic walk . .	966 14		
Amount paid under contract for timber roofing .	962 65		
Labor and materials . .	74 00		
		3,402 79	
	Plans and Designs.		
Landscape architects and expenses .		1,205 38	
	Culverts.		
Labor and materials		561 23	
	Refectory Building.		
Advertising contract . . .		133 88	
			$169,494 11

SEAVER-STREET IMPROVEMENT.

	Grading and Surfacing.		
Grading: amount paid under contract	$3,564 83		
Surfacing: labor . .	447 48		
Amounts carried forward,	$4,012 31		$169,494 11

Amounts brought forward,	$4,012 31		$169,494 11	
Engineers and expenses .	384 00			
Grading: labor . . .	80 32			
		4,476 63		
Plantations.				
Labor		161 25		
			4,637 88	
				$174,131 99

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Labor and expenses .	$17,115 29			
Signs and notices . .	37 66			
		17,152 95		
Park Police.				
Pay of Park Keepers . .	$9,874 56			
Equipments and supplies .	683 82			
		10,558 38		
			27,711 33	
				$201,843 32

CHARLESBANK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$646 16	
Amount transferred from appropriation for Maintenance	15,952 37	
		$16,598 53

EXPENDITURES FOR CONSTRUCTION.

Gymnasium Grounds, Loam, and General Work.

Men's gymnasium grounds:		
Water-posts . . .	$219 40	
Loam	15 67	
Engineers and expenses .	15 75	
		$250 82
Plans and Designs.		
Landscape architects and expenses .		221 84
Amount carried forward,		$472 66

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Amount brought forward,		$472 66	
	Structures.		
Women's gymnasium building, labor and materials		170 50	
	Plantations.		
Labor		3 00	
			$646 16

EXPENDITURES FOR MAINTENANCE.

	Care of Grounds and Buildings.			
Men's gymnasium . .	$5,304 96			
Grounds and walks . .	4,643 91			
Women's gymnasium . .	1,984 88			
Signs and notices . .	17 75			
		$11,951 50		
	Park Police.			
Pay of Park Keepers . .	$3,990 63			
Police equipments and supplies	10 24			
		4,000 87		
			15,952 37	
				$16,598 53

MARINE PARK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks,	$60,657 01	
Amount transferred from appropriation for Maintenance	12,619 33	
		$73,276 34

EXPENDITURES FOR CONSTRUCTION.

Filling, Clearing, Grading, Loam, and General Work.		
Filling: amount paid under contracts . . .	$34,549 15	
Grading: amount paid under contract	4,824 59	
Loam: labor and materials,	2,038 46	
Engineers and expenses .	1,689 64	
Amount carried forward,	$43,101 84	

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Amount brought forward,	$43,101 84		
General work: labor and materials	642 16		
Grading: labor and materials	516 54		
Electric lights	227 64		
Clearing grounds: labor and materials	63 42		
Fence	39 81		
		$44,591 41	
Roadways, Sidewalks, Gutters, and Drains.			
Roadways: amount paid under contracts for broken stone and paving-blocks .	$6,918 17		
Roadways: labor and materials	2,002 24		
Drainage: labor and materials	1,892 05		
Gutters: labor and materials	973 83		
Advertising contracts . .	67 88		
		11,854 17	
Fountains.			
Labor		43 50	
Settees.			
Labor		26 76	
Plantations.			
Labor		13 00	
Plans and Designs.			
Landscape architects and expenses .		13 12	
			$56,541 96
CASTLE ISLAND.			
Clearing, Grading, Loam, and General Work.			
Clearing grounds: labor .	$1,725 00		
General work: labor . .	134 64		
Loam: labor	109 25		
Electric lights	49 00		
Drainage: labor	8 50		
		$2,026 39	
Amounts carried forward,		$2,026 39	$56,541 96

Amounts brought forward,		$2,026 39	$56,541 96
	Water Supply.		
Water-pipes and labor . .		1,174 11	
	Settees and Tent.		
Settees	$477 50		
Tent	342 13		
		819 63	
	Temporary Buildings.		
Labor and materials		94 92	
			4,115 05
			$60,657 01

EXPENDITURES FOR MAINTENANCE.

	Care of Grounds and Buildings.		
Labor and expenses . .	$5,430 78		
Signs and notices . .	28 00		
		$5,458 78	
	Park Police.		
Pay of Park Keepers . .	$7,116 84		
Police equipments and supplies	43 71		
		7,160 55	
			12,619 33
			$73,276 34

WOOD ISLAND PARK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$10,704 29	
Amount transferred from appropriation for Maintenance	1,546 12	
		$12,250 41

EXPENDITURES FOR CONSTRUCTION.

	Grading, Loam, and General Work.	
Grading: amount paid under contract	$4,509 60	
Grading: labor and materials	1,192 17	
Amount carried forward,	$5,701 77	

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Amount brought forward,		$5,701 77	
Engineers and expenses .	775 26		
		$6,477 03	
	Drainage.		
Amount paid under contract,	$3,045 18		
Labor and materials . .	423 75		
		3,468 93	
	Field House.		
Sturgis & Cabot, for plans,	$415 13		
Advertising contract . .	75 37		
		490 50	
	Bathing House.		
Sturgis & Cabot, for plans,	$140 00		
Advertising contract . .	25 13		
		165 13	
	Plantations.		
Labor and expenses		82 39	
	Plans and Designs.		
Landscape architects and expenses .		20 31	
			$10,704 29

EXPENDITURES FOR MAINTENANCE.

	Care of Grounds and Buildings.		
Labor and expenses		$625 71	
	Park Police.		
Pay of Park Keepers		920 41	
			1,546 12
			$12,250 41

CHARLESTOWN HEIGHTS.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$25,525 19	
Amount transferred from appropriation for Maintenance	1,071 58	
		$26,596 77

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EXPENDITURES FOR CONSTRUCTION.

Retaining-walls, Grading, and General Work.

Grading: labor and materials	$2,905 68		
Retaining-walls: labor and materials	2,327 23		
General work	1,467 81		
Loam	1,426 40		
Engineers and expenses	1,125 80		
		$9,252 92	

Plantations.

Labor		4,197 78	

Shelter Building.

Amount paid under contract,	$3,800 00		
Walker & Kimball, for plans	239 62		
Advertising contract	146 25		
		4,185 87	

Sidewalks, Gutters, and Drainage.

Walks: labor and materials	$3,319 79		
Drainage: labor and materials	738 56		
Paving	44 33		
		4,102 68	

Steps.

Labor and materials		3,719 92	

Water Supply.

Water pipes and labor		53 01	

Plans and Designs.

Landscape architects and expenses		13 01	
			$25,525 19

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Walks.

Labor		$292 83	

Park Police.

Pay of Park Keepers		778 75	
			1,071 58
			$26,596 77

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CHARLESTOWN PLAYGROUND.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$1,222 83	
Amount transferred from appropriation for Maintenance	2,238 78	
		$3,461 61

EXPENDITURES FOR CONSTRUCTION.

Grading and General Work.

Grading: labor and materials	$946 85		
General work . . .	47 13		
Engineers and expenses .	1 21		
		$995 19	

Plantations.

Labor		209 67	

Plans and Designs.

Landscape architects and expenses .		11 97	

Walks and Drainage.

Walks: labor		6 00	
			$1,222 83

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Labor and expenses		$105 85	
Sewer assessment		2,132 93	
			2,238 78
			$3,461 61

DORCHESTER PARK.

LAND ACCOUNT.

Amount transferred from loan for Public Parks . . .	$31,147 13

Expenditures.

Amount paid for land	$31,147 13

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$16 45	
Amount transferred from appropriation for Maintenance	77 50	
		$93 95

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EXPENDITURES FOR CONSTRUCTION.

Grading Grounds.

Labor	$16 45	

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of Park Keepers	77 50	
		$93 95

FRANKLIN FIELD.

LAND ACCOUNT.

Amount transferred from loan for Public Parks . . .		$51,937 04

Expenditures.

Amount paid for land		$51,937 04

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$40,602 41	
Amount transferred from appropriation for Maintenance	390 25	
		$40,992 66

EXPENDITURES FOR CONSTRUCTION.

Clearing, Grading, Drainage, and General Work.

Drainage: labor and materials . . .	$12,486 50	
Clearing grounds: labor .	9,754 22	
Grading: labor . . .	8,428 55	
Drainage: amount paid under contract . . .	7,333 29	
Engineers and expenses .	622 43	
		$38,624 99

Plantations.

Labor and materials	1,964 00	

Plans and Designs.

Landscape architects and expenses .	13 42	
		$40,602 41

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of Park Keepers	390 25	
		$40,992 66

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DEPARTMENT EXPENSES.

Amount transferred from appropriation for Maintenance . .		$7,944 44

GENERAL ACCOUNT.

Expenditures.

Salary of Secretary and Clerk	$3,000 00	
Clerical service at office	1,800 00	
World's Fair exhibit	1,209 24	
Printing annual report, etc.	891 03	
Telephone and messenger service and incidental expenses	764 78	
Advertising	99 33	
Plans and designs	67 56	
Office furniture and fixtures	64 00	
Stationery	48 50	
		$7,944 44

APPROPRIATION FOR MAINTENANCE.

Appropriation for the financial year 1893–4 . .	$80,000 00	
Amount transferred by City Auditor . . .	26,431 80	
		$106,431 80

Expenditures.

Parkway	$28,688 65	
Franklin Park	27,711 33	
Charlesbank	15,952 37	
Marine Park	12,619 33	
Arnold Arboretum	8,191 45	
Park Department	7,944 44	
Charlestown Playground	2,238 78	
Wood Island Park	1,546 12	
Charlestown Heights	1,071 58	
Franklin Field	390 25	
Dorchester Park	77 50	
		$106,431 80

INCOME.

Receipts.

Received from premium on loans	$23,620 09	
Received from rents and sale of buildings, wool, sheep, grass, and wood	4,769 96	
		$28,390 05

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Payments.

Premium on loans paid into Public Park Sinking-Fund	$23,620 09	
Income carried to General City Income	4,769 96	
		$28,390 05

APPROPRIATION FOR PUBLIC PARKS, CHARLESTOWN.

Balance unexpended January 31, 1893	$101,661 96

No payments were made on this account during the financial year 1893–94.

APPROPRIATION FOR PUBLIC PARKS.

Public Park Loan, issued in 1893–94	$1,299,000 00	
Amount received from Water Board	75,199 70	
Balance unexpended January 31, 1893	67,313 59	
		$1,441,513 29

Expenditures.

Back Bay Fens	$51,085 01	
Riverway	240,462 23	
Leverett Park	86,175 62	
Jamaica Park	231,751 28	
Arborway	67,352 90	
Dorchesterway	43,831 76	
Strandway	222,105 26	
Franklin Park	240,358 24	
Franklin Field	92,539 45	
Marine Park	60,657 01	
Dorchester Park	31,163 58	
Charlestown Heights	25,525 19	
Wood Island Park	10,704 29	
Arnold Arboretum	8,363 58	
Charlestown Playground	1,222 83	
Charlesbank	646 16	
Sundry surveys	2,919 19	
Betterment expenses	64 87	
Balance unexpended January 31, 1894	24,584 84	
		$1,441,513 29

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II.

Summary of Expenditures on Account of Land, Construction, and betterments for the Financial Year 1893–94.

LAND.			
Main Park System:			
Riverway	$25,137 35		
Leverett Park	26,231 98		
Jamaica Park	210,143 17		
Arborway	6,000 00		
Arnold Arboretum	776 55		
Franklin Park	66,226 25		
		$334,515 30	
Marine Park System:			
Dorchesterway	$24,067 58		
Strandway	222,048 07		
		246,115 65	
Dorchester Park		31,147 13	
Franklin Field		51,937 04	
Sundry surveys		2,919 19	
			$666,634 31
CONSTRUCTION.			
Main Park System:			
Fens	$51,085 01		
Riverway	215,324 88		
Leverett Park	59,943 64		
Jamaica Park	21,608 11		
Arborway	61,352 90		
Arnold Arboretum	7,587 03		
Franklin Park	174,131 99		
		$591,033 56	
Marine Park System:			
Dorchesterway	19,764 18		
Strandway	57 19		
Marine Park	60,657 01		
		80,478 38	
Charlesbank		646 16	
Wood Island Park		10,704 29	
Amounts carried forward,		$682,862 39	$666,634 31

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Amounts brought forward,	$682,862 39	$666,634 31
Charlestown Heights	25,525 19	
Charlestown Playground	1,222 83	
Dorchester Park	16 45	
Franklin Field	40,602 41	
		750,229 27
BETTERMENTS.		
Jamaica Park	$59 68	
Strandway	5 19	
		64 87
		$1,416,928 45

III.

Summary of Expenditures on Account of Park Construction from the organization of the Board October 8, 1875, to January 31, 1894.

MAIN PARK SYSTEM.

BACK BAY FENS.

Filling	$576,324 65	
Excavating, grading, loam, and general work,	529,984 98	
Roadways, sidewalks, gutters, and drainage	339,836 20	
Retaining-walls, curb, and fence	118,177 77	
Boylston bridge	92,011 43	
Plantations	66,941 66	
Charlesgate bridge	56,675 79	
Agassiz bridge	52,013 50	
Stony-brook bridge	40,007 11	
Railroad bridge	39,995 04	
Fen bridge	27,619 81	
Plans and designs	27,118 41	
Office and general expenses	14,114 92	
Machinery, tools, etc.	13,797 11	
Commonwealth-avenue mounds	7,641 17	
Surveying	5,472 16	
Stony-brook channel and Gate-house	1,976 28	
Water supply, settees, and live-stock	1,178 95	
		$2,010,886 94
Amount carried forward,		$2,010,886 94

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Amount brought forward,		$2,010,886 94
RIVERWAY.		
Excavating, grading, loam, and general work,	$155,371 60	
Filling	87,443 96	
Roadways, sidewalks, gutters, and drainage	52,604 92	
Audubon bridge	35,426 90	
Administration building	25,733 40	
Footbridges and culverts	13,876 12	
Tremont-street bridge	13,050 37	
Brookline-avenue bridge	8,936 82	
Bellevue-street bridge	8,094 11	
Retaining-wall	4,830 57	
Bridle-path bridge	3,734 14	
Surveys, plans, and designs	3,535 32	
Water supply	1,384 49	
Plantations	1,000 00	
Drainage	276 12	
Gate-house	58 30	
		415,357 14
LEVERETT PARK.		
Excavating, grading, loam, and general work,	$134,381 26	
Roadways, sidewalks, gutters, and drainage	14,609 09	
Footbridges and culverts	6,300 59	
Plantations	3,617 42	
Plans and designs	3,516 98	
		162,425 34
JAMAICA PARK.		
Clearing and grading grounds, loam, and general work	$20,159 53	
Surveys, plans, and designs	2,186 54	
Water supply	480 98	
Plantations	32 00	
Roadways, sidewalks, gutters, and drainage	10 90	
		22,869 95
ARBORWAY.		
Clearing and grading grounds, loam, and general work	$33,828 96	
Roadways, sidewalks, gutters, and drainage	20,325 43	
Amounts carried forward,	$54,154 39	$2,611,539 37

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Amounts brought forward,	$54,154 39	$2,611,539 37
Stony-brook bridge	4,432 93	
Water supply	1,713 45	
Culverts	1,471 81	
Plans and designs	58 53	
		61,831 11

ARNOLD ARBORETUM.

Roadways, sidewalks, gutters, and drainage	$219,483 29	
Plans and designs	1,322 80	
Plantations	713 41	
Settees	129 64	
Surveying	100 00	
		221,749 14

FRANKLIN PARK.

Roadways, sidewalks, and gutters	$610,885 97	
Clearing and grading grounds, drainage, and general work	405,043 85	
Plantations	78,261 88	
Shelter and Overlook	60,139 79	
Scarboro' Pond	40,441 83	
Park wall and gateways	30,672 86	
Arbor, Schoolmaster's hill	28,167 29	
Plans and designs	23,958 01	
Scarboro' Pond bridges	23,026 10	
Structures	18,147 92	
Ellicott arch	16,732 21	
Ellicottdale	12,542 94	
Machinery, tools, etc.	11,145 38	
Playstead and flagstaff	10,399 76	
Water supply, fountains, and settees	8,628 97	
Ellicott cottage	6,692 70	
Seaver-street improvement	4,637 88	
Terrace wall	3,956 05	
Concourse, Scarboro' hill	3,569 80	
Culverts	3,075 09	
Carriage shelter	2,576 07	
Refectory building	133 88	
		1,402,836 23
Amount carried forward,		$4,297,955 85

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Amount brought forward,		$4,297,955 85

MARINE PARK SYSTEM.

DORCHESTERWAY.

Filling	$8,997 99	
Grading, loam, and general work	5,290 79	
Roadways, sidewalks, gutters, and drainage	3,423 71	
Plans and designs	1,311 79	
Culverts	653 00	
Plantations	86 90	
		19,764 18

STRANDWAY.

Grading and general work	$29 25	
Plans and designs	27 94	
		57 19

MARINE PARK.

Filling, grading, loam, and general work	$440,294 90	
Iron pier and rail	175,571 99	
Pierhead	67,232 97	
Structures, temporary pier, and gas-lights	42,564 35	
Roadways, sidewalks, gutters, and drainage	16,171 35	
Bulkhead	4,996 00	
Plans and designs	3,670 97	
Settees, electric lights, and fence	1,042 88	
Water supply	43 50	
Plantations	13 00	
		751,601 91

CASTLE ISLAND.

Temporary buildings and structures	$24,736 16	
Clearing and grading grounds	3,215 71	
Plantations	1,407 65	
Water supply	1,174 11	
Settees and tent	819 63	
Plans and designs	52 92	
		31,406 18

CHARLESBANK.

Sea-wall and filling	$176,353 90	
Gymnasium grounds, filling, loam, and general work	51,723 26	
Amounts carried forward,	$228,077 16	$5,100,785 31

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Amounts brought forward,	$228,077 16	$5,100,785 31
Plantations	11,720 50	
Walks and drainage	11,054 66	
Men's gymnasium building	9,915 18	
Women's gymnasium building and children's shelter	9,034 29	
Iron rail, fence, and gas-lights	8,367 29	
Plans and designs	2,000 18	
Water supply	589 98	
Machinery, tools, etc.	56 00	
		280,815 24

WOOD ISLAND PARK.

Grading, loam, and general work	$55,801 11	
Neptune bridge	32,320 63	
Filling	29,852 82	
Plantations	5,148 95	
Drainage	3,468 93	
Plans and designs	1,486 53	
Field house	490 50	
Culverts	425 00	
Bathing-house	165 13	
		129,159 60

CHARLESTOWN HEIGHTS.

Grading, loam, and general work	$25,167 32	
Retaining-wall	13,769 05	
Sidewalks, gutters, and drainage	7,430 54	
Plantations	5,621 02	
Shelter building	4,185 87	
Steps	3,719 92	
Plans and designs	1,330 59	
Water supply	53 01	
		61,277 32

CHARLESTOWN PLAYGROUND.

Grading, loam, and general work	$3,637 78	
Plantations	304 11	
Plans and designs	126 56	
Walk and drainage	6 00	
		4,074 45
Amount carried forward		$5,576,111 92

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Amount brought forward,		$5,576,111 92
DORCHESTER PARK.		
Clearing and grading grounds		1,301 05
FRANKLIN FIELD.		
Drainage	$24,867 50	
Clearing and grading grounds	18,847 31	
Plantations	1,964 00	
Plans and designs	99 96	
		45,778 77
SUNDRY ACCOUNTS.		
General account	$73,987 50	
Park Nursery	29,947 07	
		103,934 57
		$5,727,126 31

IV.

Summary of Expenditures on Account of Public Park Land, Construction, and Betterments from the Organization of the Board, October 8, 1875, to January 31, 1894.

LAND.

Main Park System:		
Fens	$580,764 49	
Riverway	368,246 11	
Leverett Park	149,650 22	
Jamaica Park	351,442 61	
Arborway	38,461 07	
Arnold Arboretum	73,777 23	
Franklin Park	1,540,522 89	
		$3,102,864 62
Marine Park System:		
Dorchesterway	$57,763 63	
Strandway	353,045 22	
Marine Park	232,972 57	
		643,781 42
Amount carried forward,		$3,746,646 04

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Amount brought forward,		$3,746,646 04	
Charlesbank		373,916 99	
Wood Island Park		132,800 00	
Charlestown Heights		50,538 02	
Charlestown Playground		47,893 02	
Dorchester Park		31,301 13	
Franklin Field		56,420 27	
Sundry surveys		2,919 19	
			$4,442,434 66

CONSTRUCTION.

Main Park System:			
Fens	$2,010,886 94		
Riverway	415,357 14		
Leverett Park	162,425 34		
Jamaica Park	22,869 95		
Arborway	61,831 11		
Arnold Arboretum	221,749 14		
Franklin Park	1,402,836 23		
		$4,297,955 85	
Marine Park System:			
Dorchesterway	$19,764 18		
Strandway	57 19		
Marine Park	751,601 91		
Castle Island	31,406 18		
		802,829 46	
Charlesbank		280,815 24	
Wood Island Park		129,159 60	
Charlestown Heights		61,277 32	
Charlestown Playground		4,074 45	
Dorchester Park		1,301 05	
Franklin Field		45,778 77	
General Account		73,987 50	
Park Nursery		29,947 07	
			5,727,126 31

BETTERMENTS.

Betterment expenses			11,669 89
			$10,181,230 86

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PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEBRUARY 1, 1894.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts.	Collected.	Outstand'g February 1, 1894.
Public Park, Back Bay . .	$434,600 00	$143,126 73	$291,473 27	$290,404 27	$1,069 00
Marine Park, City Point . .	23,543 00	12,616 80	10,926 20	10,926 20	
Franklin Park	135,029 00	122,000 66	13,028 34	13,028 34	
Parkway, Old Harbor . . .	60,789 00	38,042 30	22,746 70	7,250 70	15,496 00
Parkway, Muddy River . .	108,972 00	6,349 00	102,623 00	17,620 00	85,003 00
Totals	$762,933 00	$322,135 49	$440,797 51	$339,229 51	$101,568 00

Park Construction.

The following is a summary of the work done on the public parks during the year, a more detailed description of which will be found in the City Engineer's report in the Appendix:

The Fens.

The Fenway drive was completed and opened early in the season; the office building and yard were removed from Westland entrance, which was graded and planted. Considerable work was also done towards the completion of Tremont entrance, the road on the west side of which was finished and opened to travel. The stone-crusher has been kept in operation this winter in preparing stone for use on the drives yet to be surfaced at this entrance, and on Audubon road, from Brookline avenue to Beacon street. Enough stone will be prepared by spring when the crusher can be removed, and the Tremont entrance finished. This entrance, with a short section of shore path between it and Fen bridge, is all that remains to be done on the Fens so far as it is the intention to finish it at present.

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THE FENS — BOYLSTON BRIDGE

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The Boston Electric Light Company is laying the underground cable and erecting the posts for forty-five arc lights, which will be installed early in the spring, thereby making it possible for the Department to keep the Fens open at night.

Four houses are already built on the Fenway, and it is expected that more will be erected this season. The completion and lighting of the Fens will invite the early occupation of its frontage for handsome residences, and hasten the development of the adjoining marsh lands which are now being filled, and on which streets will soon be laid out. The necessity of providing transit facilities for this territory, by some route through the Fens, has received the attention of the Board, and plans have been made to provide a separate way for the electric cars to pass north of Boylston road and under Charlesgate West. This scheme will leave the driveways free from danger, carriages not being obliged to cross the tracks of the electric cars at grade. The Board feels that the safety and convenience obtained thereby will justify the added expense, which will not be large.

The Riverway.

Work has been pushed on this section of the Parkway with the result that the driveway has been opened from Brookline avenue to Tremont street. This was done with the aid of a considerable force from the Street Department, which at the instance of the Mayor was kindly placed at the disposal of the Board by the Superintendent of Streets. Although opened very late in the season, the use already made of this driveway shows the appreciation in which it is held by the citizens generally, and the completion of the plantations, walks, and bridges will render it far more attractive.

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Ornamental stone bridges to carry Brookline avenue and Bellevue street over the river, and Tremont street over the outlet of Leverett pond, were constructed jointly with the town of Brookline. Similar bridges, spanning the ride and river, to carry the crosswalk from near Berner street to the Brookline side, near the relocated Longwood station, were built also in conjunction with Brookline. This walk will be carried by a bridge over the railroad to Chapel street, which has been completed from Colchester street to Longwood avenue. A stone bridge to carry the ride over the river to Audubon road, with arches over the paths on both sides of the river, and a footway under the bridge to connect these paths, is now in process of construction and will be finished early in the summer. An iron deck bridge, with granite abutments, to carry Audubon road over the Boston & Albany Railroad, is practically completed, and a contract for filling the extension of Audubon road to Beacon street has been let, which work is making rapid progress. The surfacing of this road from Brookline avenue to its terminus at Beacon street is all that is required to complete the driveways in the Riverway.

The Administration building, adjoining the railroad at Audubon bridge, and built under contract from designs by Shepley, Rutan, & Coolidge, was finished early in the season and occupied by the department, thus making it possible to abandon the temporary quarters at Westland Entrance. A considerable amount of grading yet remains unfinished about this building and adjoining the Bridle Path bridge.

Besides the surfacing of the driveway, and the work above referred to, nearly 60,000 cubic yards of gravel were delivered and placed at finished grades, and about 25,000 cubic yards of loam were transported from Ashland by the Boston & Albany Railroad under contract. The loam has been

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ARCHIVES OF THE BANK OF JAMAICA

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distributed on the areas to be planted by Moulton & O'Mahoney in connection with their contract for grading at Leverett park, the surplus material from the latter being used in filling and grading the Riverway. The ride has been surfaced with screened gravel throughout its length, and the plantations have been prepared for the planting which will be done in the spring. Walls were built to retain the banks where cutting down was required and where agreements had been made with the owners of the adjoining estates. The surfacing of the walks and the raising of the water in the river, which latter can be done when the Bridle Path bridge is completed, will make the Riverway an attractive resort the coming summer. The only remaining work not provided for is the Longwood bridge, preliminary plans for which have been prepared by Shepley, Rutan, & Coolidge. The building of this bridge will require concurrent action by the town and city, and the unsafe condition of the present unsightly structure will no doubt hasten its early construction. It will, when completed, be one of the finest bridges in the Park system.

Leverett Park.

This section of the Parkway, lying between Tremont and Perkins streets, comprises sixty acres of land in Boston and fifteen acres in Brookline, and contains Leverett pond, of twelve acres; Ward's pond, of $2\frac{7}{10}$ acres; Willow pond; and a number of smaller ponds or pools, most of the latter being provided for the proposed Natural History Garden which it is expected that the Boston Society of Natural History will sometime establish here. The land is diversified with woods and a considerable stretch of greensward, and being park-like in character, and of sufficient area, it has been named Leverett Park, which name had already been applied

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to the largest sheet of water within its limits, having been associated with this territory in the early years of the settlement of Boston.

The work of grading the drives, walk, and ride, and excavating the ponds, which occupied all of last season, has made substantial progress, and the drive has been ballasted and covered with crushed stone for about one-third of its length. The work of removing the ledge which obstructs the drive, about midway of the park, has begun and will be continued through the winter to supply the stone needed for the completion of the roads and walks. It is expected that this park will be completed during the coming year, the work on the Brookline part being already substantially complete.

Jamaica Park.

The grading of the drive, ride, and walk along the easterly border of the park and the re-forming of the shore of the pond to make room for these constructions, have progressed rapidly during the year, and will be finished early in the season. It has been decided to excavate the shore of the pond on the site of the ice-houses, near Pond street, to secure material for filling the Arborway, and to extend the water-surface already somewhat contracted by the filling along the Pond-street line. No determination has been reached concerning the bathing arrangements at this place which were shown on the Landscape Architect's plan of the park published in the last annual report. Considerable opposition to this feature of the plan has been aroused, and the matter will be heard on petition at an early day. Plans for a boating and skating pavilion at the entrance to the pond from Pond street are being prepared by the City Architect, and it is expected that the building will be ready for use before the next skating season. The removal of the ice-

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JAMAICA PARK. VIEW FROM SOUTH COVE LOOKING TOWARDS PINEBANK.

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houses and other buildings from this section of the park has added very much to the attractiveness of the pond, and already shows the possibilities of future development, which will make the park a unique feature in a series of unrivalled pleasure-grounds. The surfacing of the above-mentioned drive, ride, and walk will be completed this year.

Arborway.

The grading of the Arborway between Pond and Centre streets with the surplus material from Jamaica park is nearly completed, and the ballasting of the main driveway is being done as the weather permits. A conduit to take the waters of a small affluent of Stony brook, which formerly ran through the meadow, has been built to the Arboretum, where the water emerges in an open brook, with ponded areas, from which it will be carried under the Parkway farther along by a culvert which is now being constructed. The grading of the Parkway and traffic road along the easterly side of the Arboretum has also made considerable progress, and will be finished early in the season. It is not intended to surface this section of the Arborway at present, as the adjoining drive of the Arboretum furnishes a reasonably direct route through to South street.

The completion of that part of the Arborway between South and Washington streets must be deferred until the raising of the tracks of the New York, New Haven, & Hartford Railroad, which are to be carried over this section by triple stone arches. A temporary wooden bridge has been built over Stony brook, the grading of the section between Washington and Forest Hills streets is nearly completed, and the ballasting of the centre driveway is partlyfinished. This portion of the Arborway, and that between Pond and

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Centre streets, will be completed and opened to travel during the ensuing year.

Arnold Arboretum.

Some finishing work has been done at the top of Bussey hill. The excavation of new channels for the brook at the foot of the hill and through the meadow near the Centre-street entrance, and the grading of the adjoining slopes, have been completed. The building of walls and gateways at the Forest Hills and Walter street entrances, additional paths to afford more direct access to the top of Bussey hill, and shorter routes through certain parts of the Arboretum, will be completed as the exigencies of the work on other portions of the park system will permit of their being undertaken.

Franklin Park.

Scarboro' pond, seven acres in area, has been completed and will be filled in the spring to its summer level, which will give a depth of eight feet. The natural supply of water will be supplemented by the water of Jamaica pond, forced through pipes from the Pumping-station to a reservoir to be built on some elevated ground in the park. These pipes are being laid by the Water Department, and by the use of stand-pipes at convenient distances will also supply water for road-sprinkling. Scarboro' pond will add very materially to the attractiveness of this part of Franklin park.

In winter the water level will be lowered to a depth of four feet to make it safe for skating, and with the flooded area of Nazingdale will furnish good opportunities for this recreation. Plans for a boating and skating house, estimated to cost $15,000, have been prepared by the City Architect, but have not yet been adopted by the Board. Some

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provision for these purposes ought to be made, the question reserved for discussion being the extent to which they should be provided for.

Two bridges spanning the pond have been built, one to carry the footpath across the northerly end, the other for the Circuit drive. They are substantial stone arches, designed by Shepley, Rutan, & Coolidge in conference with the Landscape Architects.

The completion of Scarboro' bridge and the Circuit drive enabled the Board to throw open to use last fall more than a mile of additional driveway through a section of the park which until then had been closed to carriages. This allows visitors to drive through the park without returning at least a part of the way over the same route as heretofore, and affords new and extensive views of the park scenery which were not before available.

Entrances to the Circuit drive have been made from Morton and Canterbury streets, and plans are being prepared for the Forest Hills entrance, which will connect this drive with the Arborway. These plans include a stone arch for a traffic road, at a lower level, to connect Forest Hills with Morton street at the main entrance of Forest Hills cemetery, furnishing access to the latter without the necessity of crossing the Parkway at grade. This road will also afford a convenient route for electric cars to approach the park and cemetery. It is believed that the avoidance of a grade crossing of the electric cars and the immunity from delays by more or less frequent funeral processions will justify the added expense of this arrangement.

More than six miles of driveway and eight miles of walks have now been completed in Franklin park, and with the construction of Jamaicaway and Arborway through Leverett park, Jamaica park, and the Arboretum during the present

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season, the number of visitors in carriages to Franklin park will greatly increase.

Ellicott House, intended mainly for the accommodation of those who will use the tennis courts and playgrounds of Ellicottdale, is being built on the westerly side of the Circuit drive just outside of the grounds, access to it being provided through the arch under the drive. It was designed by Rotch & Tilden, and will contain toilet, bath, dressing, and check rooms. It was expected to open this field and house for tennis players and others this season, but the insufficiency of the appropriation for maintenance of the parks will render such action problematical.

The Shelter and the arbor and bowers for picnic parties on Schoolmaster hill have been practically completed, although until the Cottage is built they can hardly be expected to come into popular use. A bronze tablet commemorative of the fact that Ralph Waldo Emerson once lived in a house on the easterly slope of the hill, near which he taught school for a time, and which has given the hill its name, will soon be placed in position on a boulder at the easterly end of the arbor.

The completion of the Circuit drive necessitated the removal of the old propagating house and the building of a new one. This has been placed in the south-easterly corner of the park where the Nursery will be located, and the clearing of the grounds from boulders is now being done.

The improvement of the border of the park along Seaver street, following the taking of the necessary land, received the attention of the Board early in the season, and considerable work was done by the park force during the summer between Blue Hill avenue and Maple street. The buildings on the land taken were removed, and a contract was let for

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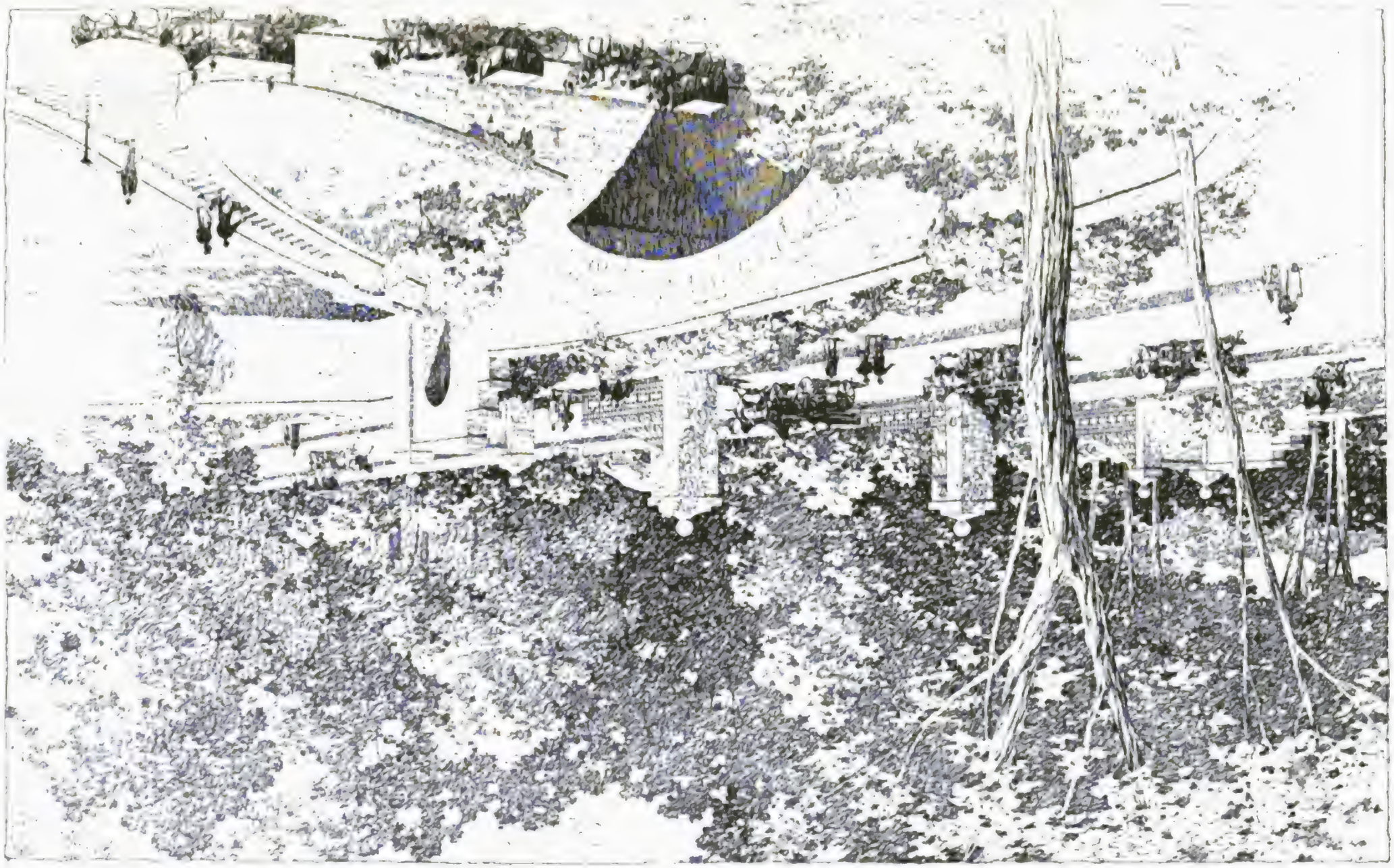

the grading of the remaining part of the work which is now in progress.

Franklin Field.

A ditch to intercept the brooks and surface-waters which formerly flowed into the meadow has been constructed on two sides of the field. The brick drain through Lyons street and Chapman avenue, designed to take the ordinary flow of these waters and afford means to drain the low ground, was finished early in the season, and about eleven miles of pipe and tile drains have been laid. The old ditches have been filled up, and the surface of the meadow has been cleared and ploughed, and will be cultivated during the summer to prepare it for seeding to grass in the fall.

The Boston Cricket Club was permitted to use a part of the upland for a crease, and practice and match games were regularly played during the season.

Dorchester Park.

A topographical map of this park is being made to give the Landscape Architects the necessary data for the preparation of a plan for laying it out.

Dorchesterway and Strandway.

The work of grading and filling Dorchesterway between Five Corners and the Old Colony Railroad, under contracts made early last season, has been nearly finished. The filling of the section near the railroad will be carried only to the grade of Mt. Vernon street at present, as the question of the separation of the grades at this crossing has not been determined, the railroad company contesting the right of the city to maintain the present grade crossing. Until the Strandway is built the matter is not of much importance to this Department.

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The surfacing of a part of Dorchesterway, near Five Corners, to provide an outlet for Pond street, which was under way at the beginning of winter, will be completed this year, together with some work of the same kind at Buttonwood street. The rest of the work will be postponed until a further appropriation for construction is available.

No work has been done on the Strandway, the funds at the disposition of the Board not being sufficient to warrant its undertaking a work of such magnitude. The Board regrets the delay in beginning the work, as its construction will necessitate large contracts for dredging and filling, requiring considerable time for their execution.

The Board again calls attention to the proposition submitted in its last annual report for an independent approach to the Strandway across the South Bay, for which about seven-tenths of the land required has been offered free of cost to the city. The balance of the land required is estimated to cost about fifty thousand dollars. The advantages of such a parkway would be in its furnishing a shorter and more agreeable route from the centre of the city to the waterside than now exists, and in developing the waste lands, through which it would run, for a better class of buildings than would otherwise be erected, thereby enhancing the taxable values of a very large territory. Unfortunately the condition of the finances of the Department will not justify the taking of this property, although the offer is tempting. Should the City Government furnish an appropriation for its construction the Board would gladly lay out the proposed parkway.

Marine Park.

The filling and grading of the section of the park north of Broadway, which is designed for the purposes of an

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FRANKLIN PARK—BLUE HILLS FROM HAGBOURNE HILL.

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aquarium, has been completed. It contains three salt-water ponds of varying areas and depths, with walks and sloping banks. The latter will be covered with loam and planted with trees and shrubbery.

The shore south of Broadway has been graded, the landward end of the temporary pier is being removed, and the drive from Broadway to Sixth street is nearly finished.

A statue of Admiral Farragut was erected by the City Government at the junction of the Broadway entrance and the shore drive.

A plank-walk was built from Broadway to the temporary bridge to Castle island, the electric lights were relocated along the walk, and a water-pipe was laid to the island, to furnish water for two drinking-fountains. All the wooden buildings were removed from the island, and the grounds cleared.

Many thousand persons visit the island in summer, and adequate permanent provisions for their convenience and entertainment should be provided. In the absence of such facilities, permits to erect booths for the sale of refreshments were granted to a number of people who made application therefor, but the result was far from satisfactory, and the Board is considering the question of restricting the granting of permits next season.

Wood Island Park.

The work of grading the upland under contract is now in progress. This will allow of a driveway being built from Neptune road to the proposed concourse on the top of West Wood island.

The large playground has been drained, the Field House is being erected between it and the men's gymnastic ground, and arrangements have been made with Dr. D. A. Sargent for supplying the latter with the necessary apparatus.

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The Field House, now being constructed, will be 130×25 feet, with a wide piazza on the easterly side, and a bridge to connect it with the gymnastic ground. It will be fitted up with a large locker-room, and toilet, bath, and dressing rooms. A section of the bath-house for women and girls, on the southerly shore, is also being built. Both of these structures are from plans by Sturgis & Cabot, and they will be completed early in the season. The Board regrets that its appropriation for maintenance is not sufficient to permit of these buildings being opened this summer.

Charlesbank.

The inconvenience and unsuitableness of the buildings at the men's and women's gymnasiums, for the purposes intended, have been so evident that the Board has had plans drawn for enlarging and properly equipping them with the necessary facilities for the convenience of the large number of persons using these grounds. These improvements ought to be made in the fall and winter, to obviate the closing of the gymnasiums in the summer. A detailed report of the attendance showing the extent to which the grounds are used will be found in the reports of the City Engineer and the Committee of the Massachusetts Emergency and Hygiene Association, in the Appendix.

Charlestown Heights.

The grading and other work required to prepare this ground for use the coming summer have been completed, and a building for public accommodation is now being erected from plans by Walker & Kimball. The contract for the building includes also the retaining-walls and steps at the entrance from Bunker Hill street. The building is to be finished about June 30.

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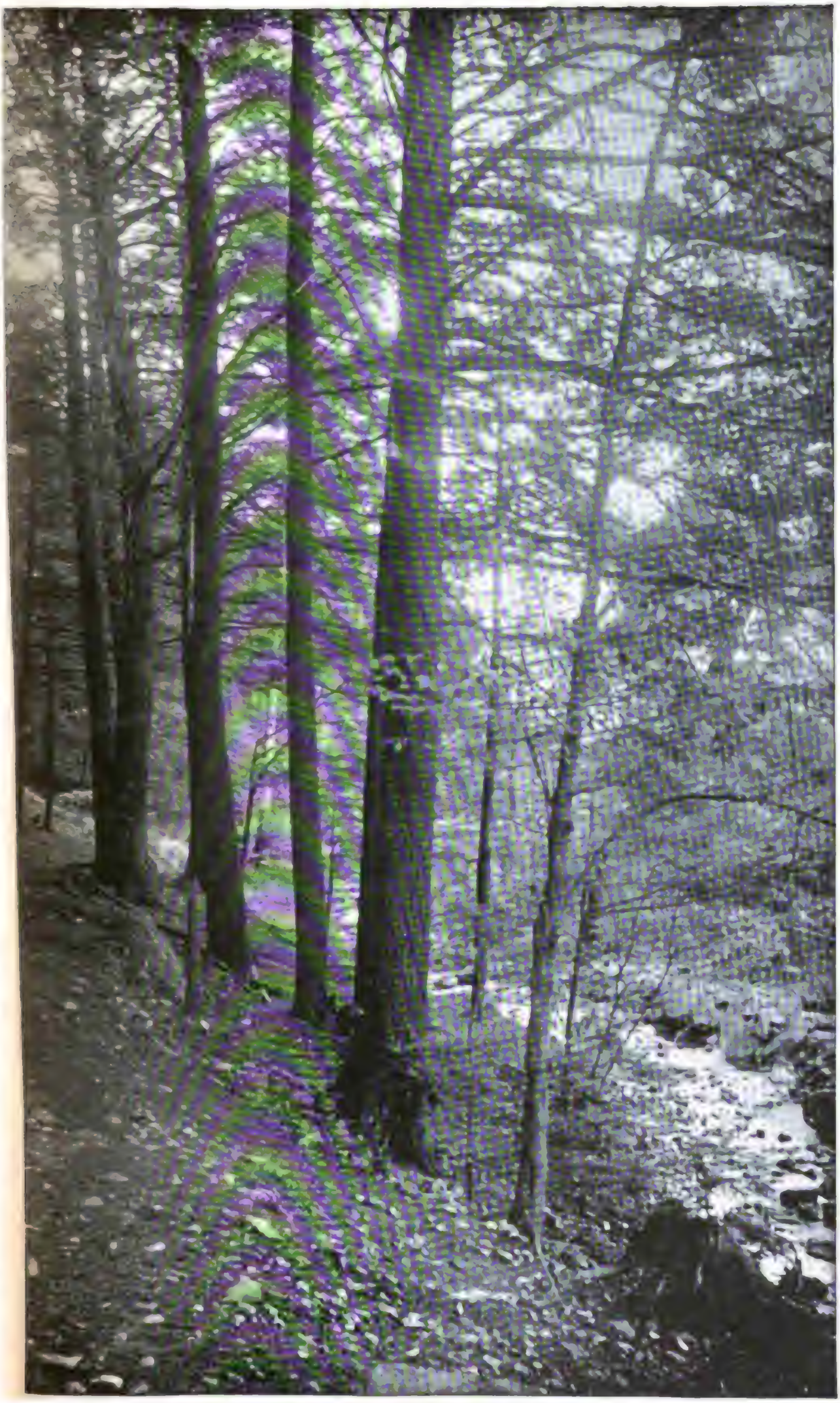

ARNOLD ARBORETUM — GLIMPSE IN HEMLOCK WOODS.

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Charlestown Playground.

The only work done at this ground has been the receiving of material for filling without cost to this Department except for the levelling. Plans for a building to be erected in connection with the proposed gymnastic grounds have been prepared by Sturgis & Cabot.

Pending Contracts.

The pending contracts, with the value of unperformed work, are as follows:

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Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unperformed.
Boston Electric Light Co.	Back Bay Fens	Electric Lights,	Dec. 1, '93	$6,110 00	$6,110 00
Jones & Meehan . .	Riverway . .	Abutments of Audubon bridge,	Sept. 1, '93	28,427 00	3,153 94
Johnson Brothers .	"	Bridle Path bridge	July 1, '94	32,300 00	28,642 88
James Killian . . .	"	Filling Audubon road	Feb. 1, '94	19,000 00	16,196 78
Moulton & O'Mahoney	Leverett park .	Grading	Nov. 1, '92	65,100 00	7,000 00
Andrew Carberry .	Arborway . .	"	Jan. 1, '94	6,500 00	3,700 00
Saucier Brothers . .	Jamaica park and Arborway	"	Dec. 1, '93	28,448 00	9,200 00
Collins & Ham . . .	Dorchesterway	Filling	. . . . .	10,050 00	1,104 86
John Cavanagh & Co.	"	Grading	Aug. 1, '93	5,060 00	1,961 38
Wm. J. Maguire . .	Franklin park,	Roofing Shelter,	. . . . .	1,875 00	475 00
Chas. H. Dodge . .	" "	Ellicott House .	Feb. 1, '94	10,988 00	5,138 00
H. P. Nawn	" "	Grading Seaver Street	Sept. 1, '94	27,300 00	23,745 17
Perkins & White . .	Marine park .	Broken stone . .	Aug. 13, '93	8,388 00	3,955 39
O'Connor & White .	Wood Isl'd p'k	Grading	Jan. 1, '94	30,125 00	27,724 35
Chas. H. Dodge . .	" " "	Field House . .	Aug. 1, '94	16,605 00	16,605 00
Joseph Ross	" " "	Bath House . .	Mar. 1, '94	2,800 00	2,800 00
E. T. Brigham . . .	" " "	Drainage	Feb. 1, '94	1,817 20	1,817 20
D. J. Donovan Sons,	Charlestown Heights . . .	Shelter building,	June 30, '94	24,585 00	20,785 00
				$326,078 20	$180,114 95

Seaver-Street Improvement.

The question of the improvement of the Seaver-street boundary of Franklin park which has been under discussion for many years was finally determined, and the necessary steps were taken to condemn the land required to secure proper lines and grades. The relocation of Seaver street and the adjustment of the boundary of the park to the new

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FRANKLIN PARK — VIEW FROM SCARBORO' HILL LOOKING NORTHEAST.

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lines of the street were proposed by the Board in 1885 in a plan furnished the Board of Street Commissioners. Action upon this plan has since then been continually urged by the abutters on the street and by residents of the Elm Hill district of Roxbury, and several attempts were made without success to secure an appropriation for relocating and widening the street by the Street Commissioners. As the improvement of the park necessarily involved the reconstruction of Seaver street, it came to be looked upon as a park measure, which should be done at the expense of this Department. Such being the condition of affairs, the Board, to determine the manner of procedure, asked the opinion of the Corporation Counsel, who recommended that as the proposed action involved a considerable portion of park territory, and was undertaken with a view to park improvement, to be paid for out of park funds, it therefore, as a practical matter, might well be carried out wholly by this Department.

The Board, therefore, on March 27, 1893, took ten parcels of land, aggregating 105,885 square feet, at an assessed valuation, including buildings, of $37,436. Settlements have been made in six cases, involving the greater part of the lands taken, the other cases being insignificant so far as the amount of land taken is concerned. The owners of some of these parcels, nevertheless, were in doubt as to the effect upon the remainder of their estates of the taking, which included incidentally the fee and soil of Seaver street. This was not intended to affect the public right of way in the street or that of the abutters, the Law Department holding that such rights were paramount and were not included in the term "fee and soil." It led, however, to the bringing of a petition for a writ of *certiorari* by one of the abutters, on the ground that the Board has no authority to take for the purposes of a public park land within the limits of an

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existing highway, and lawfully used by the public and the abutters as such. To remove this contention, and terminate the action, it has been suggested that the street be relocated by the Street Commissioners on the proposed new lines, with the consent of this Board, as provided in Section 13 of the Park Act. The Board is inclined to favor such action, provided suitable releases of the lands taken and all other damages caused by the location and laying out of the park are given by the abutters.

Several small remnants of the land taken at the westerly end of the street, which lie outside of the lines of the proposed relocation, should be sold to the owners of the adjoining estates, and the Board recommends that authority from the Legislature be obtained to permit this to be done.

A Park for the North End.

The agitation for a park for the thickly populated region north of Hanover street resulted last year in the passage of an act by the Legislature authorizing this Board to take lands to a limit of $300,000 in assessed values, and providing $50,000 for construction. This act is Chapter 282 of 1893, and will be found in the Appendix. Soon after its passage the Board examined the locality with a view of determining the most suitable location for the proposed pleasure-ground, with regard both to natural advantages and a fair amount of territory for the desired purposes. This examination developed the impossibility of securing in the interior of the district a sufficient area of land within the limit of the appropriation. The large cost that would be entailed by the destruction of buildings made such a plan inadmissible. The examination further showed that the water-front contiguous to the ancient burial-ground on Copp's hill was available for a park site, being occupied by

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FRANKLIN PARK. SHELTER AT CARRIAGE STAND, BLUE HILL ENTRANCE.

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several antiquated wharves, with dilapidated buildings used chiefly for storage purposes, which were of little commercial importance owing to the shallow docks and lack of capacity for modern commerce. A small tract of land lying between this harbor front and Copp's hill was also found to be available, being free from buildings to a large extent, affording a desirable connection of the wharves with the old burial-ground, which for a long period had been used as a place of general resort by the children of the neighborhood, and from which, by the removal of the buildings from the land referred to, a fine view over the harbor would be secured.

Being satisfied that this location met in the fullest degree all the requirements attainable, the Board, on December 7, last, took by right of eminent domain all the wharves and docks comprising the estates known respectively as Bartlett's North and South wharves, Gray's wharf, Ripley's wharf, and Comey's wharf, and together bounded southerly by Commercial street, westerly by land and wharf of the City of Boston, formerly Atkins' wharf, northerly by the Harbor Commissioners' line in Boston harbor, and easterly by the land and wharf of the Fiske Wharf and Warehouse Company; also the entire area bounded northerly by Commercial street, easterly by Jackson avenue, southerly by Charter street, and westerly by Lime alley.

Zoölogical Gardens and Aquaria.

The project of establishing Natural History Gardens in the public parks, outlined in several communications from the Boston Society of Natural History published in preceding reports of the Board, has not met with the success which its importance deserves. The difficulty of raising the funds necessary for their establishment has caused a temporary abandonment of the plans which had been so well considered

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by the organization eminently qualified to carry them out and in the best way. The Society issued an interesting and attractive pamphlet setting forth its plans for beginning the undertaking by the establishment of a Marine Aquarium on the grounds to be especially prepared for it in the Marine park, and called for subscriptions to a fund of about $66,000 for its installation. In this paper the Society says in regard to the advantages to the public to be gained by this scheme:

The interest taken by the general public in our natural history museums must be seen to be appreciated; and if dead creatures and their bare skeletons can attract multitudes of visitors, of how much deeper interest will living creatures prove. Such an exhibition will give the city child, whose knowledge of the world about him is so pitifully meagre, a new and vivid enjoyment. It will offer a healthful and instructive pastime to many otherwise destined to become idlers. It will open the eyes of all to the wonders and attractions of earth, air, and sea, and be a source of strength and life to the recovering invalid. It will plant deep in the hearts of the people a simple love of Nature, which, like all refining influences, will become a corrective of mischief and wrong, and a source of pure enjoyment. In the crowd of entertainments catering in a greater or less degree to evil passions, it will afford a nobler and purer, because simpler and healthier, amusement. To many it will be the beginning of a new and natural life, while to the student of the laws of Nature it will offer unparalleled fields for investigation.

The establishment of such institutions under the immediate auspices of the Natural History Society, and upon grounds leased of the Park Commissioners for the special purposes herein set forth, is a distinct assurance they will be so conducted as to merit the approval of all good citizens; and we confidently anticipate that when it has been shown what these establishments can fairly do, they will be the recipients of the utmost favor from those who possess the means for their endowment.

Plans for an attractive and in every way admirable building for the purpose were prepared for the Society by Messrs. Sturgis & Cabot, and are herewith presented by the courtesy of the architects, who say in regard to them: "The plans of

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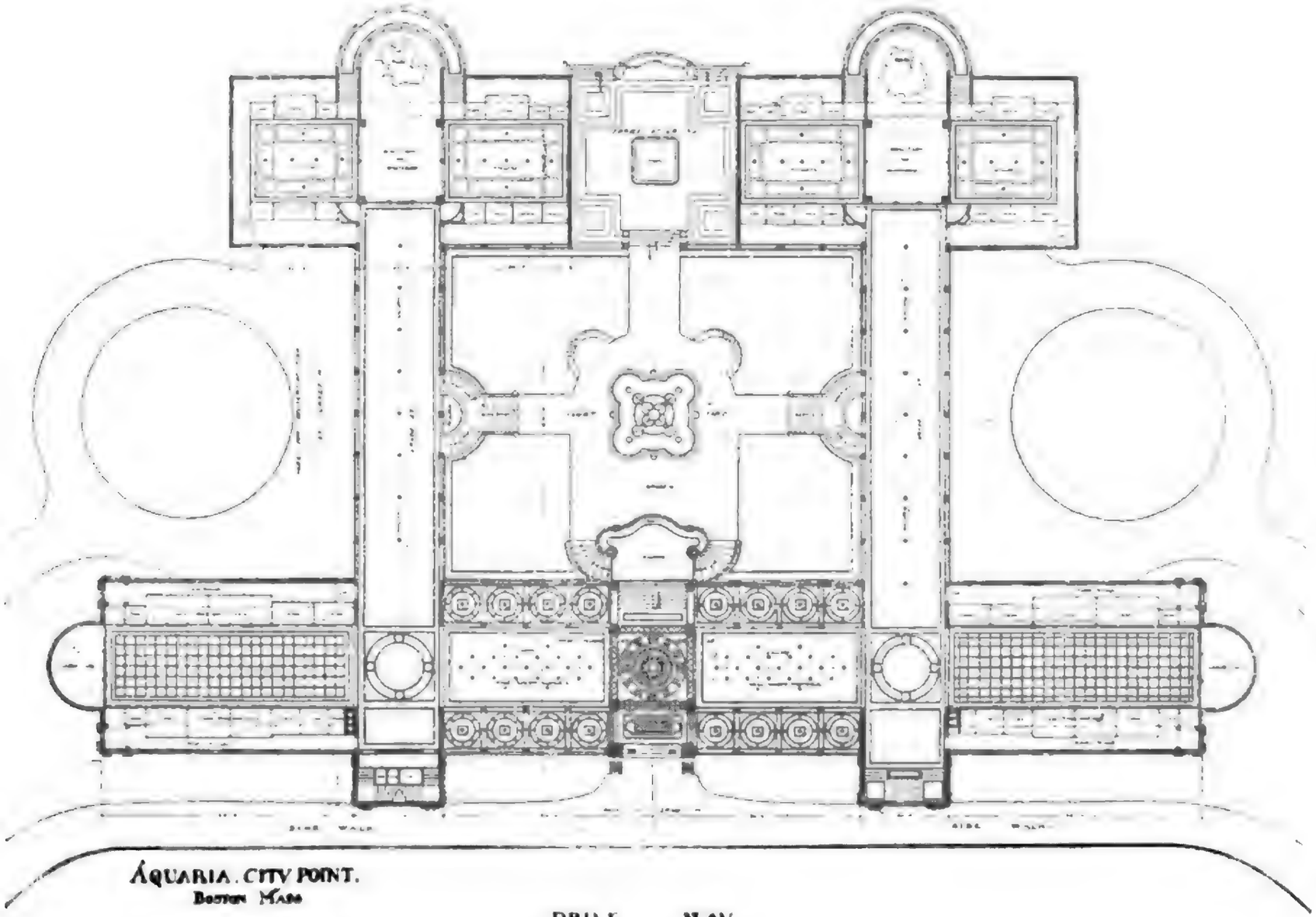

AQUARIA. CITY POINT.
BOSTON MASS

— FIRST FLOOR PLAN —

the building have been shown to the United States Fish Commissioner, Gen. Marshall McDonald, who was kind enough to give them his almost unqualified approval."

The failure of the Society to secure the support necessary to the success of the project, as detailed in the following letter of its president, becomes a public loss in view of the educational and scientific importance of the scheme, and it is to be hoped that a renewed attempt will be made to enlist the support of the representatives of the business interests of the city, who must recognize that whatever adds to the attractiveness of the city will redound to their advantage.

BOSTON SOCIETY OF NATURAL HISTORY,
BOSTON, MASS., December 19, 1893.

To the Honorable the Park Commissioners of the City of Boston:

GENTLEMEN: At the last meeting of the Council of the Boston Society of Natural History it was voted that the president inform you by letter of an action taken at that meeting. A vote had just been passed to abandon, for the present, an effort to secure funds for the establishment and support of Natural History Gardens and Aquaria. This vote was taken after a deliberate consideration at two sessions of the Council. The circumstances which led directly to this action were the following: The Directors appointed by the Council had met with little success in their efforts to secure contributions for the purpose, the public had not responded to their solicitations, the period within which they had been requested to secure the necessary funds had expired, and they had formally resigned their offices. It was felt that the unfortunate condition of the industrial and financial interests of the country made it injudicious, for the present, for the Society to attempt to raise such an amount of money by subscription. The Council believed that it would be unwise to make a beginning with less funds or with plans for smaller establishments than had been previously advocated.

The plans of the Park Commissioners show reservations of ample and well-located areas for such gardens and aquaria, and they are regarded as expressing the good intention that whatever may be done shall be well done and liberally supported. It would have been a gratification to the officers and members of this Society to have assisted

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successfully in the establishment of Natural History Gardens and Aquaria, if in maintenance and completeness they might have harmonized with the system of parks now in existence and in process of construction. It was for the furtherance of this object that this Society was reorganized with suitable provisions in its by-laws.

This organization remains, for the present, unchanged, and it is consequently fitting for me to say, that, in this connection, the Council of the Society entertains no other scheme than the one well known to you.

The members of the Council have the pleasure of believing that with them and the Park Commissioners there has been a perfect harmony of opinion and desire regarding the character and conduct of gardens for the exhibition of living creatures.

In accordance with the request of the Council of the Boston Society of Natural History I hereby express their regret at not being able to complete their part of the provisional arrangement so agreeably made, and convey their thanks for the cordiality and liberality with which the Park Commissioners have received and encouraged their overtures.

I have the honor to remain,

Yours respectfully,

WM. H. NILES,
President, Boston Society of Natural History.

EXTENSION OF CHARLESBANK.

In its report of 1876 the Board submitted a plan for a proposed embankment on Charles river extending from Craigie's bridge to Cottage Farm bridge. Subsequently, under authority of Chapter 92 of the Acts of the year 1881, a part of the embankment was laid out by the taking of the property between Craigie's and West Boston bridges, which mark the present limits of Charlesbank.

In its reports for 1885 and 1886, and again in 1890, the Board renewed its recommendation for legislative action to enable the city to extend the embankment, and in 1891, upon petition of the City Government, an act was passed authorizing the city to so extend it as far as the sea-wall in the rear of Beacon street. In the same year a commission

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on the improvement of Charles river was established by the Legislature, consisting of three citizens of the Commonwealth, together with the Mayors of Boston, Cambridge, and Newton, and the Chairman of the Board of Selectmen of Watertown. This Commission submitted to the General Court in 1893 its final report as follows:

HOUSE OF REPRESENTATIVES, April 20, 1893.

To the Honorable Senate and House of Representatives in General Court assembled:

The undersigned, commissioners appointed under Chapter 390 of the Acts of 1891, for the purpose of considering what improvement can be made in the Charles river between the dam at Watertown and Charles-river bridge in Boston, and other related purposes stated in the act, respectfully submit the following report, which, with the report already submitted, covers their investigation to date:

The Commission, believing that the testimony at the many hearings shows conclusively that the desire of the people is that the river shall be improved, particularly from a sanitary point of view, and that this improvement may be best made by making the different banks of the river desirable for residential purposes, submit with this report an act creating a Commission, to be known as the Charles River Improvement Commission, and recommend the passage of the act.

The evidence before the Commission showed that the navigation of the Charles river will, in the near future, be limited to barges and mastless vessels.

The Commission, therefore, recommends that the railroad bridges now crossing Charles river be discontinued, and the different railroads required to build a single structure capable of accommodating all railroad travel.

The Commission recommends that action be taken by the Legislature by which authority will be given to the city of Boston to continue the Charles River Embankment along the whole of the city's frontage on the river.

The Commission recommends the immediate construction of the embankment from West Boston bridge to the Union Boat Club building.

The Commission also recommends that such authority as may be

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JAMAICA PARK MOONLIGHT ON THE POND

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necessary shall be given to the city of Cambridge, enabling it to construct an embankment along the whole or any part of the Cambridge side of the river.

OWEN A. GALVIN,
ALPHEUS B. ALGER,
ABRAHAM L. RICHARDS,
ISAAC BRADFORD,
CHARLES ELIOT,
N. MATTHEWS JR.,
HERMAN E. HIBBARD.

The Legislature, by an act approved June 10, 1893, referred the whole question of the improvement of Charles river between Charles-river bridge and the Waltham line to the Board of Metropolitan Park Commissioners and the State Board of Health, sitting as a joint board, for investigation, and to report with recommendations to the next General Court. No report has yet been made. The Legislature also, by an act approved June 9, 1893, amended Chapter 344 of the Acts of 1891, to provide for the extension of the embankment, authorized by said act of 1891, to the Back Bay Fens, on a line parallel with and one hundred feet or less distant from the sea-wall in the rear of Beacon street. Copies of these acts will be found in the Appendix. The Board requested the Landscape Architects to prepare a plan for laying out the extension of the embankment as authorized by said acts, and they submitted a preliminary report on December 26, 1893, as follows:

BOSTON, MASS., 21st August, 1893.

The Honorable PAUL H. KENDRICKEN, *President of the Board of Commissioners of Public Parks of the City of Boston:*

DEAR SIR: A proposition has long been advocated looking to a public ground to be formed upon the flats of Charles river in the rear of the houses fronting on Beacon street, and extending thence to the ex-

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isting public ground of the Charlesbank. An act of the last General Court makes the project a legalized undertaking of the city, and gives your department the duty of advancing it. We have been instructed to prepare a plan for your consideration for laying out the proposed ground, which, until it receives an official designation, may be referred to as the New Charlesbank. We find it extremely difficult to devise a plan for the purpose the adoption of which we can unqualifiedly recommend, and the object of this communication is to present considerations bearing upon the problem, in view of which, before proceeding further, we should be glad to be advised of the judgment of the Board.

The adoption of a plan is the determination of a series of means for attaining a certain end or series of ends. Before the devising of a plan can be begun, the ends to be arrived at must be defined. The ends to be had in view in this case have been officially defined only as far as they are by the following words of the statute:

"The flats filled under authority hereby granted shall not be used . . . for any other purpose than for a public ornamental ground."

The range of choice which is thus left open may be better understood if it be supposed that a law had been enacted providing that certain premises "should not be used for other purposes than for a public ornamental building." The term "a public ornamental building" may be applied to a structure adapted to the housing of a hose-cart, or to one like the Capitol at Washington, which has cost $20,000,000. In like manner a public ornamental ground may be a green circle fifty feet in diameter, useful only as it is pleasing to people passing by, or it may be a region like that of the park of Philadelphia, measuring several miles across, and containing provisions for hundreds of heterogeneous purposes, such as water-works, an exhibition of wild animals, a gallery of art, a conservatory of tropical plants, a series of historical monuments, playgrounds for children, and so on.

In making a choice among the various ends thus left admissible, regard must be had for the comparative economy with which, because of conditions of local topography, one or another series of such ends may be pursued. For example, to provide, on the site for the New Charlesbank, a field as suitable for children to play ball upon as that of the club-ground at Longwood, fifty times as large an outlay would be required as has been necessary for the preparation of the Longwood ground.

We shall submit herewith a series of drawings, each representing the main features of a plan prepared with a view to a distinct group of

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ends. We trust that a discussion in the Board of the various alternatives thus presented will enable us to proceed in our duty with more confidence than we have at present of attaining a result that will be satisfactory and be worth what it will cost.

It may tend to remove some difficulties if we here refer to the fact that projected public grounds are apt to be advocated in terms that imply that it is of no great consequence how they shall be laid out because their chief value in any case must be that of supplying fresh air to the people who visit them and who live near them, and who would otherwise be compelled to breathe foul or stagnant air. Often, when this assumption is not specifically stated, it appears indirectly through the emphatic use made of such phrases, for example, as refer to all sorts of public grounds as "breathing spaces," "airing spaces," or the "lungs" of a town. To show that any such assumption should be excluded in the consideration of the present problem, it is to be observed, first, that at one end of the strip of territory to be dealt with there is the existing public ground of the Fens, and at the other end that of the Charlesbank; that parallel with the strip, at a distance of sixty yards, there is the existing public ground, a mile in length, by which Commonwealth avenue is divided; that at a distance from the proposed new ground of less than a hundred yards there is the Public Garden, which, with the adjoining Common, supplies seventy acres of additional open space. Leaving out of account, then, the fact that the great open expanse of Charles river elbows into the heart of it, it is plain that the district in question is amply provided with means of air supply. It is, in fact, better provided in this respect, as far as the interlacing of it by existing open-air spaces is concerned, than any other part of the city. It is then, plainly, the duty of the Commission to consider the problem with some specific ends in view other than that of an "airing ground."

As to the question what these specific ends shall be, certain of the ends to serve which public grounds are sometimes fitted, may be excluded by the reflection that the situation is about the worst that could have been picked out in all the city for the rearing and display of a variety of plants valuable for the beauty of their flowers and foliage. In the winter, and during the early spring and late autumn, it is a place of the most bitter exposure, northerly and westerly winds sweeping upon it over long reaches of the icy river. We have seen robust men brought to a halt and compelled to stop and bend themselves against gusts of these winds, to avoid being forced off their course by them.

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We have known the windows of a house driven in by them. Parts of Franklin park, of Jamaica park, and of the Arboretum are available for the healthful recreation of invalids and children fully a month longer every year than it will be possible to make any public ground on the site of the New Charlesbank.

Next, brief comment may be desirable on the circumstance that the project has been advocated in terms implying that the view of the Charles, which the measure will make available to the public, is one of much rural loveliness. In determining the purposes to which the New Charlesbank shall be planned to serve, it must be remembered that the beauty of a river depends upon the character of its banks. The Charles once had picturesquely rural banks. It still has them at some distance above the city, but even now its banks, so far as they come into the view from the rear of houses on Beacon and Brimmer streets, have little or no rural beauty. Moreover, the sky-line of the prospect toward Cambridge is already broken by as many as sixty factory chimneys, cupolas, towers, and steeples, while the immediate banks of the river are nearly everywhere artificial, and yearly becoming more so. Soon there will not be a yard of natural bank in view. What is to be looked for in the future is an improvement of the banks of a yet more formal and urban character. In place of a river there will be a basin, the irregular and unsymmetrical outlines of which will be vertical stone walls; this basin, being occupied by water constantly varying in elevation, the range of daily fluctuation being about ten feet. A large body of water is in itself a beautiful and refreshing object to be brought directly in view from a city. But if the banks of the water, with all that is to be seen beyond them, are to be of artificial aspect, the promise of a view over it is not to be regarded in any process of making a plan for a place in which to enjoy it, as if that view was to have the recreative charm of rural landscape.

Not only is a public ground in this locality not required as a source of air supply to its neighborhood; not only is it a most unsuitable place in which to provide enjoyment of garden beauty within itself, or of rural scenery in the outlook from it, there is really no purpose commonly had in view in preparing a public pleasure-ground to which the site can be adapted at moderate cost. Indeed, we know of no considerable public ground either on this continent or in Europe that has been primarily intended to serve the general ends prescribed by the statute, the cost of the simply sustaining and foundation parts of which has been nearly as great relatively to the area of surface appli-

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cable to those ends as the cost of corresponding parts of the New Charlesbank must be.

We are aware that comparison has been suggested in this respect with the very costly work of the Victoria Embankment in London, which has also been made by filling out upon the mud flats of a tidal stream in a somewhat similar way to that proposed in this case. But the primary object in the Victoria Embankment was not the forming of a pleasure-ground. It was devised, and the more costly features of its construction were planned, with the object of lessening the nuisance of what had come to be practically a great open sewer passing through the heart of the town. A subsidiary recommendation of it was found in the supposition that the Embankment would serve as a means of relief to an adjoining parallel street which had already become the most crowded thoroughfare for wheeled vehicles in the world. If Charles river were parallel with and adjoining Washington street in Boston, the condition in this respect would be in a degree similar. But yet another use of the Victoria Embankment is that of covering one of the most important lines of metropolitan rapid transit, which is made through a tunnel beneath it. A similar use might be made of the New Charlesbank, but this has not been proposed, we believe, by any of those who have prepared rapid transit projects for the city.

It will be seen that the value of a pleasure-ground which occupies a part of the surface of the Victoria Embankment is but a small part of the entire value of that work. In fact, it was an incidental and extremely minor end of the undertaking, nor does any use now made of the Embankment as a place of recreation justify an appreciable fraction of its cost. The pleasure-ground of the Embankment is finely decorated and very well kept. A similar ground in Boston would require an annual cost per acre for maintenance many times larger than is now paid for any part of any ground in the care of your Board. Yet it is remarkable how little the pleasure-ground of the Victoria Embankment is used by the public except as a thoroughfare. We have several times, on fine summer days, walked a distance of a quarter of a mile in it without coming upon a single person seated or strolling as if for pleasure. At the same time thousands might be seen in the parks.

Reviewing all these considerations, the conclusion is unavoidable that the leading elements of value of a public ground to be formed upon the base required by the statute is to be found in the circumstance that those who, during the summer, shall resort to this place from the compact parts of the town, will find refreshment and recreation, not by anything

to be established within the ground, but by looking out from it over a broad sheet of water. Except as a place for rest and exercise, with command of such an outlook, it must be concluded that no value can be given this ground that will be commensurate with the cost of preparing and maintaining it.

Proceeding from this conclusion the question of a plan must be regarded as a question mostly of means to be used for the convenient resting and passing to and fro of the people who shall come to the place. Among these means must be included trees for shading the walks, and provisions for various bodily wants. There is occasion to provide but one specific local feature. The movement of boats on the water will be a source of amusement to visitors who do not personally enter them. For this reason, as well as because on sanitary grounds, the city should lose no convenient and inexpensive opportunity to encourage its people in the practice of healthful open-air recreation; the plan should provide facilities for the use of boats.

Except as suitable arrangements are required for boats and boating, the question seems thus to be reduced to little more than one of the extent and variety of ways of passage and conveniences for rest that will be required for the accommodation of such people as are likely to come in summer to this ground, rather than to one of the adjoining public grounds, that is to say, the existing Charlesbank ground, the Public Garden, the Common, or the Fens. Having in view the consideration that the foundation-work of the proposed ground will cost more, relatively to the area to be used, than that of any public ground for the preparation of which the Park Department has thus far been responsible, and that the larger the ground made the larger will be its cost per foot, the question that needs the most consideration from the Board would seem to be this:

At how short a distance from the present shore, within the limits prescribed by the statute, can the water-side boundary of the New Charlesbank be established without unwisely cramping spaces needed for ways of communication and rest and for the healthy growth of trees for shading these spaces?

All the drawings that we submit present the common feature of a broad walk on the brink of the water. This walk is to be regarded as a necessity of the situation, since, whatever other disposition should be made of the space in question, it would often be impracticable to prevent people from crowding upon it. This outer walk would be a continuation of the existing main walk of the Charlesbank.

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All of the drawings also show a strip of ground bordering the inner side of this walk, which strip is to be occupied by shade trees and seats. A wheelway is, in most of the drawings, proposed to be carried on the inside of this strip. The Board may question whether the use of a wheelway parallel with Charles, Brimmer, and Beacon streets and on the bleak side of the rear of houses fronting on those streets, is likely to be of enough use to justify the great outlay that will be required for its construction. We therefore present plans in one of which the wheelway is partly, and in another wholly, omitted.

None of the plans provide for a bridle road. It can, of course, be introduced if the Board thinks best. We know that the omission of it would be disappointing to many, but we doubt if, upon due reflection, the Board will think that its value to the public will compensate for its cost.

The value of a bridle road lies mostly in the circumstance that it is so constructed that there is less jar for a horse and rider moving upon it at speed than there is on a pavement or a macadamized road. It is usual to ride at a much higher rate of speed upon a bridle road than upon a carriage road. Horses often move at a brisk gallop on the bridle roads of the Paris, London, and New York parks. When so moving, it is impracticable to pull them up or turn them so quickly as to avoid any obstacle appearing suddenly and near at hand before them. Hence a bridle road is undesirable except where a clear course can be had for a considerable distance. For this reason Rotten row in Hyde park is railed in throughout its length, and no one is allowed to cross it. Wherever, in Central park, New York, the law allows carriages or people on foot to cross the bridle road, archways are provided passing over or under it. It is the same in Prospect park, Brooklyn. Positions have been selected for these archways in which the bridle road is either carried through a depression or follows a ridge of the surface. There will be no such positions on the New Charlesbank, and if archways were to be made for crossing the bridle road, either over or under, they would be costly and cumbrous. Without such archways, dangerous cross walks will be necessary, and all riding on the bridle road will have to be slow and cautious, or the danger of knocking down women and children will be found intolerable. The whole space which the law allows to be occupied for all purposes north of Beacon street is but one hundred feet wide. If a bridle road is to be introduced within this space, it will have to be a very narrow one not to undesirably cramp a carriage road and a water-side walk, and the necessary planting spaces for trees to shade them.

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It may be observed, in conclusion, of this part of the subject, that no other city in the world has as great a length of bridle roads relatively to its population as is contemplated for Boston. London, where riding is a more common amusement than in any other great city, has not a tenth part as much. Boston already has about five miles of bridle roads open to use, but during the last month we have seen not a dozen men, and not a single woman, riding for pleasure upon them. Taking into account the fact that a bridle road is nearly useless when the ground is frozen, and hardly needed when there is snow on the ground, the expediency of adding to the extent of bridle road now planned at the great cost which would be necessary if the addition was to be made on the New Charlesbank is, we apprehend, very questionable.

Should the Board wish to pass judgment at once upon any of the propositions that have been suggested in this report, it may, perhaps, conveniently do so by a vote upon a selection to be made from the following series of forms submitted for its consideration:

1. A public walk near the water-side is required from end to end of the New Charlesbank.

To this proposition No. 1, if the Board decides not to require a drive or a ride, an addition may be made so that it will read as follows:

2. A public walk is required from end to end of the New Charlesbank, to be laid out nowhere beyond the limit prescribed by the statute, and, wherever practicable, as far within that limit (*a*) as will be consistent with convenience and gracefulness; (*b*) as will give room for plantings on the landward side of it, these plantings to be designed to provide shade for the walk and for seats facing the walk; (*c*) as will give room at a point conveniently accessible alike from Beacon and from Charles streets for a house of public convenience and for a house or houses and other requirements for a boating station. (It would cost less to carry out this proposition than any others the consideration of which we should propose.)

3. A drive is required from end to end of the New Charlesbank, on the landward side of a walk following the new shore to be made.

4. A drive is required between Cambridge street and Chestnut street.

5. A drive is required between Chestnut street and Charlesgate.

6. A ride is required from end to end of the ground.

7. A ride is required from Chestnut street to Charlesgate.

The Board will not probably be disposed to build a continuous wall as

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costly as that upon the water-side of the Old Charlesbank, and may be disposed to give instructions as follows:

For the outer face of the New Charlesbank any two or all of the following methods of construction may be adopted, as, having regard to local conditions, shall accomplish the essential purpose at the least outlay: (*a*) a wall of masonry; (*b*) a stone-pitched embankment supporting a dry wall above high-water mark; (*c*) a beach.

Drawings are presented illustrative of each of the above methods, except that of the wall of masonry, of which an example is to be seen in the wall of the Charlesbank.

Respectfully submitted,

OLMSTED, OLMSTED, & ELIOT,
Landscape Architects.

The Board thereupon passed the following votes:

"*Voted*, that the Landscape Architects prepare a plan for the Charlesbank extension on a basis of an embankment of one hundred and twenty feet outside of the present harbor line between West Boston bridge and the angle in said line near Otter street, and of seventy feet outside the present harbor line between Otter street and Charlesgate East, with such treatment at said angle and at the terminus at West Boston bridge as circumstances and a provision for boat-houses at these points would seem to require.

"*Voted*, That the said plan when prepared by the Landscape Architects be estimated upon by the City Engineer, and when approved by the Board be submitted to the Secretary of War for his approval."

The Landscape Architects accordingly prepared a plan of Charlesbank from West Boston bridge to Back Bay Fens, which is herewith published. The City Engineer estimates the cost of building the embankment, according to this plan, at $482,735, and of finishing the thirty-foot private way in the rear of Beacon street at $35,145, or a total cost of $517,880.

PARKWAYS IN WEST ROXBURY.

As soon as the Metropolitan Park Commission had definitely determined upon the taking of the Blue Hills, and the

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making of some form of reservation at the woods in the neighborhood of Stony brook and its source at Muddy pond in Hyde Park and the West Roxbury district near Bellevue hill, the Board, at the suggestion of the Mayor, caused surveys to be made of three different routes for a parkway to connect the Metropolitan with the Boston park system as shown in the accompanying diagram.

Two of the routes indicated would connect the Arnold Arboretum with the proposed "Stony Brook Reservation," as it has been called by the Metropolitan Park Commission, and the other would connect Franklin park with the same reservation at a different point. The Landscape Architects in submitting the plans of these alternative routes say in regard to them:

"Route No. 1 (the westerly one shown on the diagram) is the best as regards natural scenery. It is also the best from a financial point of view, since its construction would render a large area of wild woodland and farming land more valuable for fine suburban residences than either of the other routes. For nearly a mile of its total length of two and a half miles it will also afford the cheapest and best way of providing for the surface drainage of a large body of land by preserving the natural watercourse, as the Muddy river improvement has done.

"Route No. 2 (the central one of the diagram) is the shortest, having a length of one and eight-tenths miles. It passes, for the most part, through a district already well supplied with streets, and cut up into comparatively small lots. There being little scenery of value to preserve, and but little side-hill grading necessitating extra width for slopes, this route need have only a moderate width. At the same time, the facilities which it would afford for pleasure driving and riding are such that the land-owners can

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well afford to give land, and to aid in its construction. Both Route 1 and Route 2 are open to the disadvantage that they connect at the Arboretum with comparatively narrow park drives, and that there is no bridle path connecting through the Arboretum with that in the Arborway. The latter deficiency may possibly be remedied with the consent of Harvard College, which controls the Arboretum.

"Route No. 3 (the easterly course), while it is the longest (three and one-fourth miles), passes through the cheapest land, and would, therefore, cost the least in land damages. For a mile and a quarter it follows the brook from Franklin park and Stony brook, and it would thus include a channel for the surface drainage of a considerable territory, much of which is swampy or low, and will be greatly benefited by the improvement. A notable part of this route passes through land already belonging to the city, being now used for the infectious ward of the City Hospital, and for the new insane asylum, the buildings of both being at an ample distance from the proposed parkway. This route possesses the great advantage of continuing the ample pleasure drives and bridle paths of Franklin park through what would be a pleasant, meadow-like parkway, then over the end of Clarendon hill, where extensive views would be commanded, then through wild woods to the secluded borders of Muddy pond.

"Thence either of the three routes would before long probably be extended to the picturesque Mother brook; then through the broad, charming landscape of the Neponset-river valley above Hyde Park; then through pleasant fields and hedgerows to the most popular entrance to the Blue Hill reservation.

"This West Roxbury parkway is to be considered as an important chain in a general and intimately connected sys-

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tem of parks and parkways, and it is desirable to make it of a similarly picturesque character as that of the great parkway that runs from the heart of the city to Jamaica pond, by way of the Back Bay Fens and the Riverway. And just as Jamaica park and Leverett park are enlargements in that parkway, so in the parkway to the Blue Hills the Stony Brook reservation would constitute a great enlargement, expanding to the proportions of a considerable stretch of woodland, whose final shape will be perhaps largely determined by the route chosen from the Boston park system."

A map of the main park system from the Common to Franklin park is published with this report.

Tables Annexed.

In the Appendix will be found tables showing cost to date of the public parks, and other details; also report of the City Engineer, and special laws relating to the park system.

Respectfully submitted,

Paul H. Kendricken,
Francis A. Walker,
Charles F. Sprague,
Commissioners.

Boston, January 31, 1894.

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APPENDIX.

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APPENDIX.

CITY ENGINEER'S REPORT.

ENGINEERING DEPARTMENT,
50 CITY HALL, January 3, 1894.

Hon. PAUL H. KENDRICKEN, *Chairman, Board of Park Commissioners:*

SIR: I herewith submit the following report of the work done and of the matters of interest in connection with the work placed under my direction by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe.

THE FENS.

Filling. — The land needed for widening Tremont entrance on its easterly side has been acquired; filling was purchased from various parties and the land graded. The amount of filling was 5,937 cubic yards.

The completion of the new Administration building on Audubon road having made the use of the temporary yard and buildings at Westland entrance unnecessary, these buildings were removed and the grounds graded and planted.

Roadway and Walks. — Austin Ford & Son, under a contract dated January 9, 1893, delivered 2,262 lin. feet of curbstone at $1.53 per lin. foot. This has all been set except the portion on the easterly side of Tremont entrance, where the filling has recently been done. The roadway from Huntington avenue, through Tremont entrance and along the Fenway to Brookline avenue, has

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been surfaced. There remains to be done a short section of roadway on the easterly side of Tremont entrance and the walk from Tremont entrance to Fen bridge to complete the Fens, with the exception of the part north of Beacon street, and the buildings at the yard near Audubon road.

Electric Lighting. — On October 7 a contract was made with the Boston Electric Light Company for lighting the Fens. Under this contract the company is to furnish 45 arc lights of 2,000-candle power each, and is to lay underground cables for the same, and furnish and erect the lamp-posts. The work was begun on December 1, but is not yet finished.

Miscellaneous. — The floor of the Charlesgate bridge has been renewed and the gates in the Stony brook gate-chamber repaired.

Stony Brook and Muddy River Covered Channels.

These channels remain in the same condition as they were a year ago, except that a portion of the Muddy-river conduit has been cleaned of deposit. The damaged section of this conduit should be rebuilt at once. The brook channels in the town of Brookline have been improved recently, and the amount of water liable to be discharged into this conduit is much greater than formerly.

The Riverway.

Filling, Grading, and Loam. — The work of filling and grading is substantially completed, with the exception of the section north of the channel. The Boston & Albany Railroad Company delivered 58,730 cubic yards of gravel at 70 cents per cubic yard. On December 5 a contract was made with James Killian for doing the filling required north of the channel, and on Audubon road between Brookline avenue and Beacon street. This work is now in progress.

The work of transporting loam from Basin 6, of the Boston Water Works, under the contract with the Boston & Albany Railroad Company, has been completed. The total amount of loam delivered was 24,945 cubic yards, at a cost of $23,963.94.

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In addition to the above, 1,778 cubic yards of loam were purchased from other parties, at a cost of $1,500.

A contract was made on March 24 with Moulton & O'Mahoney for distributing the loam delivered by the railroad company. The work has been finished, and the amount of loam moved by them was 22,480 cubic yards, at the price of 25 cents per cubic yard.

Bridges. — The Bellevue-street bridge has been completed. This is a masonry arch carrying the driveway and walks over the waterway. The foundation is of concrete, the face-walls of seam-faced granite, and the coping of red granite; the arch is of brick above and of granite below the surface of the water. The width of the bridge at a right angle to the line of the drive is 47 feet, and the span 44 feet. The arch is segmental in form, the radius being 23 feet and the rise 15 feet. The springing-line is at grade 2.5 above city base, or 8.5 feet below the surface of the water. The cost of the bridge was $14,460.89, one-half of which was paid by the city of Boston and one-half by the town of Brookline.

The bridge on Tremont street has also been finished. It has a length on the line of the channel of 170 feet, and a span of 15 feet, the arch having a radius of 7.5 feet. The character of the work is the same as that of the Bellevue-street bridge. Cost, $23,755.50; one-half paid by Boston.

Foot-bridges near Bernier Street. — Two bridges connect the Parkway near Bernier street with the walk on the Brookline bank of the river near the railroad station. One of these bridges is over the bridle path and is entirely in Boston; it is a semicircular arch of 38 feet 4 inches span and 14 feet width to outside of parapets. The foundations are of concrete and the exposed face-walls of seam-faced granite; the arch is of brick, the face brick being buff colored; the coping is of red granite. The grade of the easterly approach to the bridge is about 9 feet higher than the westerly approach, and the connection is made by steps leading from the top of the bridge to the lower walk.

The bridge over the channel has a span 52 feet, the radius of the curve of the arch being 31 feet 9 inches. The masonry is of

the same character as that of the bridge over the bridle path, except that the face-brick work is of red brick, and there is to be an iron railing instead of a masonry parapet. Both of these bridges were built under a contract with Leavitt, Dailey, & Crockett, dated March 20, 1893. One-half of the cost of the bridge over the channel was paid by the town of Brookline; the balance of this, and the whole of the cost of the bridge over the bridle path, was paid by the city of Boston.

These bridges were built under the direction of Mr. A. H. French, C.E., engineer for the Brookline Park Commissioners. The working plans were prepared by Mr. French, in consultation with this Department, from designs furnished by Messrs Olmsted, Olmsted, & Eliot, and Shepley, Rutan, & Coolidge.

Bridle-path Bridge. — On October 23 a contract was made with Johnson Brothers for the erection of a bridge over the channel to connect the bridle path on the easterly side with Audubon road. Work on this bridge is now in progress.

Audubon-road Bridge. — This bridge is over the Brookline branch of the Boston & Albany Railroad. It is a plate girder deck bridge, of a span of 87 feet and a width of 100 feet. It is on a slight skew. The abutments are of granite ashlar masonry with foundations of concrete ; they were built under a contract with Jones & Meehan, dated January 13. The work is nearly finished.

The ironwork of the superstructure was erected by the Boston Bridge Works, at a cost of $8,636.40.

A wooden floor has been laid on the roadway, under a contract with Josiah Shaw, at a cost of $1,352.60.

The sidewalk floors and the railing have not been built.

Retaining-walls. — Walls four feet in height and of a combined length of 543 feet have been built on outer line of the Parkway in front of four estates, between Longwood avenue and Francis street. These walls were built by James Killian, under a contract dated June 26, at a cost of $4,771.63.

Drainage. — Drains and catch-basins have been built for collecting the surface-water from the drives, walks, and slopes. The

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water is discharged into the channel. There have been built 49 catch-basins and 3,750 lin. feet of drains.

Surfacing Drives, Ride, and Walks. — Owing to delay in completing the filling and grading, work was not begun on the surfacing until August, when a large force was transferred from the Street Department to this work. Before winter set in, the gutters were paved and the drive and ride surfaced from the Fens to Tremont street. But little has been done on the walks. The area of gutters paved was 5,800 sq. yards; of drive surfaced, 23,948 sq. yards; and of ride surfaced, 16,000 sq. yards. There were purchased from various parties 6,710 cubic yards of stone for Telford foundation, and a large amount of stone found on the ground was also used for this purpose. There were also purchased 4,025 tons of crushed stone.

Ten thousand two hundred and twelve tons of stone were purchased during the year and delivered at the crusher at the Fens. About 6,000 tons of this stone was used, after being crushed, at Muddy river, and the balance used at the Fens, or stored in piles for future use. The prices paid have been $1.00 to $1.25 for stone for foundations; $1.80 and $1.90 per ton for crushed stone; and 60 cents to 89½ cents per ton for stone delivered at the crusher.

The driveway was opened to travel, as far as Tremont street, on November 26, and about the same time the driveway on the Brookline side, between Tremont street and Chestnut street, was opened, thus giving a continuous park drive from Beacon street nearly to Jamaica pond.

Administration Building. — This building was completed early in the season, and is now occupied as the headquarters for the Fens, Muddy river, and Leverett park.

Leverett Park.

Grading.— Work under the contract with Moulton & O'Mahoney is still in progress. The chain of ponds in the ground to be occupied by the Natural History Society have been completed, also

Willow pond and Ward's pond. A large amount of work has been done by the park force along the line of the brook, but much remains to be done.

There is also some heavy grading work to be done in connection with the changing of the location and grade of Perkins and Chestnut streets.

Bridges. — Three small bridges of masonry and one culvert on the line of the brook have been built under the contract with Kelly & O'Hearn, dated August 27, 1892. These are small structures, and serve to carry walks and a drive over the brook. They were built under the direction of Mr. A. H. French, C.E., engineer for the Brookline Park Commissioners, they being on the boundary line between the city and town. One-half of the cost was paid by the city, its payment amounting to $5,587.23.

Drainage. — Two thousand three hundred and four lin. feet of drains and 29 catch-basins have been built for collecting surface-water, and discharging it into the channel or upon the surface of the ground, where it can be done without injury.

One thousand one hundred and fifty lin. feet of drains, with nine gates and three manholes, have been built for controlling the flow of water in the small ponds.

Surfacing Roads, Walks, and Ride. — The gutters have been paved, the roadway ballasted and covered with crushed stone for a distance of about 1,800 feet southerly from Tremont street, but owing to the coming on of winter the work was not finished. A crusher has been set up at the ledge on the line of the drive, about 2,000 feet southerly from Tremont street, and the work of quarrying and crushing the stone is now in progress. It is intended to use this stone on the Parkway, between Tremont and South streets.

Miscellaneous. — A considerable area has been planted. About 1,000 lin. feet of 6-in. water-pipe have been laid connecting with the main pipe of the Jamaica Pond Aqueduct Company, and two stand-pipes erected for supplying water for road-sprinkling.

Jamaica Park.

Grading. — Work under the contract with Saucier Bros. is still in progress, but is very near completion. The old buildings on the line of the Parkway, on the easterly side of the pond, with the exception of two, have been removed. The unoccupied grounds on the westerly side of the pond have been cleared, the cellars filled, etc.

Water-pipes. — Water-pipes have been laid along the Parkway by the Water Department, for supplying abutting estates with city water; also pipes have been laid for utilizing the water of Jamaica pond for road-sprinkling and for supplying the ponds in Franklin park. The latter pipes have been laid at the expense of the Park Department, and the length laid is 700 lin. feet.

Arborway.

Grading. — The section between Pond street and Centre street is being graded by Saucier Bros., in connection with the grading at Jamaica park.

On February 27 a contract was made with Andrew Carberry for grading the park drive and ride on the easterly side of the Arboretum. The work was completed, but as additional filling was necessary, another contract was made with him, on November 1, for excavating the traffic road on the same section of Arborway. This work is now in progress.

On December 12, 1892, a contract was made with Newell & Snowling for doing the earth grading required on the section between Washington and Forest Hills streets. This work has been completed, the amount paid the contractors being $7,907.64. A ledge on this section is now being removed by the Department force.

Drainage. — The contract for building the drain to carry the water of the brook which comes from west of Pond street to the Arboretum having been abandoned, a new contract for completing the work was made on June 19 with H. P. Nawn. The work has been finished at a cost, including the amount paid the first contractor, of $13,961.44.

Bridge over Stony Brook. — On April 10 a contract was made with William L. Miller for building a temporary bridge to carry the Arborway over Stony brook. The bridge is of wood. The abutments are of vulcanized spruce piles spaced three feet apart and covered on the back with 3-in. vulcanized hard-pine plank.

Anchor piles were driven 15 feet back from the abutments, with which they were connected by 1¼-in. iron rods.

The floor of the bridge is of 8 × 16 in. vulcanized hard-pine stringers, covered with 4-in. vulcanized hard-pine and 2-in. spruce plank. The span of the bridge is 26 feet, and the length on the line of the brook 222 feet. The work was completed at a cost of $4,284.

Water-pipes. — Water-pipes, both for city water and for Jamaica pond water, have been laid between Pond and Centre streets and between Washington and Forest Hills streets. The length of pipe laid for the Park Department was 1,425 feet of 8-in. pipe and 1,400 feet of 10-in. pipe.

Surfacing Drive, Ride, and Walks. — A small amount of surfacing has been done near the Centre-street entrance to the Arboretum, in addition to the portion done in 1892. The ground at this point has been graded by the Department force.

Dorchesterway.

Grading. — A contract was made on February 20 with John Cavanagh & Co. for grading a portion of the Dorchesterway. A small amount of work remains to be done under this contract.

On the same date a contract was made with Collins & Ham for filling the remaining portion as far as the Old Colony Railroad. This work is still in progress.

Surfacing Drive and Walks. — Work was begun late in the fall near Five Corners, but nothing was brought to a finish before work was stopped on account of cold weather.

Arnold Arboretum.

The work of construction at the Arboretum during the year has been the excavation of the channel for the brook from the outlet

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of the covered drain near Centre street, and the completion of the culvert under the drive on the line of this brook, the excavation for the brook near the foot of the northerly slope of Bussey hill, the completing of the grading of the top of Bussey hill, and the grading of the slopes adjoining the line of Arborway.

Franklin Park.

Drives, Rides, and Walks. — The roadway of the Circuit drive and of the Morton-street entrance have been finished and were opened to travel on November 12. The walks in the vicinity of Circuit drive are nearly finished. The length of this drive is $2\frac{1}{10}$ miles.

Schoolmaster Hill. — The roof of the Shelter has been covered with tiles, under the direction of the City Architect, and granolithic walks have been constructed in the Shelter, arbors, and bowers.

Scarboro' Pond. — The excavation of this pond has been completed, except such as may be needed at the connection between it and the pond near Abbotswood. The total amount paid the contractors for this work was $24,067.44. When filled to the summer level, this pond will have an area of 7 acres and a depth of 8 feet, but provision is made for maintaining the depth at 4 feet in the winter, when the pond is used for skating; at the outlet near Morton street there is a chamber provided with stop-plank for regulating the height of the water; there is also a gate, by the opening of which the pond can be entirely emptied.

Bridges. — There are two bridges across Scarboro' pond. The one supporting the Circuit drive has been finished. It was built by Johnson Bros., under a contract dated June 5, and cost $10,864. This bridge is an elliptical arch of 30 feet span and 6 feet 3 inches rise. The width of the bridge at right angles to the line of the drive is 57 feet. The abutments consist of a facing of granite ashlar backed by American cement concrete. The face-walls above the water level, and the voussoirs of the arch, are of seam-faced granite; the interior of the arch is of brick; the coping is of Braintree red granite.

The other bridge supports a footpath, and is also an elliptical

arch, the span being 40 feet, the rise 8 feet 3 inches, and the width between parapets 10 feet. On each corner there are bays, semi-octagonal in plan. The face-work is of quarry-faced Roxbury stone, and the coping is to be of red granite. The arches are to be of brick. The bridge has been built by the employees of the Park Department.

Ellicott Cottage. — This building is located just west of Ellicott Arch, and is intended for the accommodation of those using the Ellicottdale playground. It contains toilet, dressing, and bath rooms, and a room for checking clothing and other articles. It is being built by Charles H. Dodge, under the direction of Messrs. Rotch & Tilden, architects.

A water-pipe has been laid by the Water Department from Forest Hills street to this building. It will be necessary to build a sewer from the building to the Washington-street sewer before it can be used.

Propagating-house and Nursery. — As the temporary propagating-house was located on the line of Circuit drive, it was necessary to remove it. A new house was therefore built on a portion of the proposed Nursery ground. It consists of a head-house 53 × 24 feet, containing heating-apparatus, potting-floor, storage-rooms, etc. Adjoining this, on the southerly side, are two glass houses, each 45 × 20 feet. A 4-in. water-pipe has been laid from Morton street to this building.

A small force has been employed during the winter in clearing the Nursery grounds of boulders.

Seaver Street. — Work was begun early in the season on the section of Seaver street between Blue Hill avenue and Maple street, and on September 1 a contract was made with H. P. Nawn for the grading of the remaining portion of the improvement of the street. The work is now in progress.

Miscellaneous. — The number of sheep is now 150. In the fall 90 were sold.

The following table shows some of the principal items of work completed at Franklin park. It is not a complete statement, as much of the work done cannot be classified.

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Driveways completed	99,350 sq. yds.,	or 6½ miles.
Walks completed	58,220 "	or 8½ "
Ride completed	10,500 "	or ¾ of a mile.
Gutters paved	20,099 "	
Curbstone set		9,000 lin. ft.
12-in. water-pipe laid		200 "
6-in. water-pipe laid		4,135 "
4-in. water-pipe laid		1,578 "
Hydrants		8
Drinking-fountains		8
Watering-trough for horses		1
2 ft. 9 in. brick drain		706 lin. ft.
2 × 2 ft. 6 in. brick drain		180 "
2-ft. brick drain		859 "
18-in. pipe drain		3,140 "
15-in. pipe drain		2,895 "
12-in. pipe drain		2,023 "
10-in. pipe drain		1,954 "
8-in. pipe drain		9,625 "
6-in. pipe drain		155 "
4-in. pipe drain		190 "
4-in. agricultural tile drain		2,570 "
3-in. agricultural tile drain		3,520 "
2-in. agricultural tile drain		26,783 "
1½-in. agricultural tile drain		26,771 "
Total drains		81,371 lin. ft.
Manholes		53
Catch-basins and inlets		157
Culverts		1
Open channel for brook		2,300 lin. ft.
Gateways		2
Bridges		3
Boundary-wall		4,468 lin. ft.
Buildings		5
Flag-staff		1
Area of ground finished		250 acres.

Franklin Field.

The contract for excavating the drainage ditch around the northerly and easterly sides of the field was abandoned by the contractor and the work was completed by a force employed by the day. The same force has also finished the construction of the underdrains and catch-basins in the meadow land. The meadow has been cleared of trees, stumps, and boulders, and the old ditches filled. The stone removed has been broken and piled on a portion of the upland, to be used for constructing drives and walks. The meadow has been ploughed, and it is intended that the ground shall be cultivated during the coming summer and seeded to grass in the fall.

A small area of the upland was prepared for cricket-playing by the Boston Cricket Club, at its own expense, and was considerably used during the season.

The following table is a statement of the work done for the purpose of draining the meadow, the area of which is about 43 acres:

Drainage ditch	3,530	lin. ft.
2-ft. brick drain . . .	1,300	"
15-in. pipe drain . . .	977	"
12-in. pipe drain . . .	976	"
10-in. pipe drain . . .	1,501	"
4-in. agricultural tile drain .	185	"
2-in. agricultural tile drain .	6,969	"
1½-in. agricultural tile drain .	44,028	"
Total	59,466	lin. ft., or 11 $\frac{3}{10}$ miles.

Manholes	6
Catch-basins	9

Dorchester Park.

No work has been done at this park during the year. A topographical survey is now being made for the use of the Landscape Architects in preparing plans for laying out the park.

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Marine Park.

Filling and Grading. — The filling done under the contract with Perkins & White, dated September 10, 1890, has been completed. The total amount deposited was 404,691 cubic yards, at 53 cents per cubic yard. The regrading of the shore south of Broadway, under the contract with Perkins & White, dated April 27, 1892, has been finished, at a cost of $10,246.95.

Surfacing Drive and Walks. — On April 24 a contract was made with Perkins & White for furnishing paving-blocks for the drive along the shore between Broadway and Sixth street. Under this contract 60,256 were delivered, at $41.25 per thousand. Another contract was made with the same parties on May 17 for furnishing crushed stone. This work is nearly completed.

One thousand four hundred and ninety-two square yards of gutters have been paved, 1,148 linear feet of drains laid, and nine catch-basins built for draining this section. The portion of the wooden pier crossing the drive is now being removed, and the drive will be finished early in the coming season.

In June the Farragut statue was erected opposite the foot of Broadway, and the ground around it put in order.

A plank-walk fifteen feet wide has been built from Broadway to the Castle-island bridge, and the electric lamps which were along the shore from the end of First street have been relocated along this walk.

The painting of the iron pier has been finished.

Castle Island.

All of the old buildings on the island, except the hospital and the building formerly occupied by the commander of the garrison, have been removed.

A water-pipe has been laid from Q street across the upland and flats to the island and a drinking-fountain erected. Provision is also made for another fountain.

A shelter tent was purchased, and, during the warm weather, was pitched on the sloping ground east of the fort.

Wood Island Park.

Drainage. — On July 3 a contract was made with Burnett Bros. for constructing drains and catch-basins for carrying off the surface-water from the playground. The work was completed October 18, at a cost of $3,045.18.

Another contract was made with Edward F. Brigham on December 5 for building drains to convey the sewerage from the buildings. This work is nearly finished.

Grading. — On October 2 a contract was made with O'Connor & White for doing all the excavation required for grading on the upland. This work is now in progress.

Buildings. — Contracts were made on October 30 with Charles H. Dodge for building the Athletic Field House at the boys' playground and with Joseph Ross for building a section of the bath-house. These buildings will be completed early in the season. They are being erected under the direction of the architects, Messrs. Sturgis & Cabot.

Charlesbank.

Men's Gymnasium. — The use of the grounds for skating was continued until February 15, 1893, when the weather became so warm that ice could not be maintained. The total attendance to that date, during the skating season, was 17,143, an average of 745 per day; of this number, 5,118 attended during February.

The gymnasium remained closed from February 15 to April 21, and during this time the grounds and apparatus were put in thorough repair. Some slight changes were made in the grounds, and a hydrant was placed by the Water Department for use in sprinkling the cinder track and for flooding the grounds in winter.

The gymnasium was opened for the season on April 21, and from May 22 to November 1 it was open evenings until 9 o'clock. From April 21 to December 2 the gymnasium was open for gymnastic and athletic exercises 180 days, with a total attendance of 154,907, an average of 861 per day.

The grounds were not used from December 2 to January 13,

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when they were opened for skating. The attendance during 7 days in January, the only days when ice was available for skating, was 15,540, an average of 2,270. The largest attendance on one day was on January 14, when 5,166 were admitted. This is the largest number ever admitted to the grounds in one day.

There were four accidents during the year, but none of a serious nature.

Women's Gymnasium and Girls' Playground. — These were opened on May 15 and closed on October 31. They were in charge, as heretofore, of the Massachusetts Emergency and Hygiene Association. The report of this association gives all matters of interest concerning the work here. During the warm weather an awning was stretched over the framework which supports the gymnastic apparatus.

Charlestown Heights.

The grading of the grounds has been finished, and they have been planted or seeded; granite steps have been built where required on the hillside and the walks have been surfaced.

A building for the accommodation of the public is now being erected, under the direction of the architects, Messrs. Walker & Kimball. With the completion of this building this park will be entirely finished.

Charlestown Playground.

Nothing has been done at this ground during the year except to supervise the dumping of ashes and earth, a large amount of which has been delivered without charge to the Department.

At the present rate of filling it is probable that the entire area will be filled by the spring of 1895.

The drains which formerly discharged into the old mill-pond have been connected with a new sewer in Alford street, thus abating a very great nuisance.

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Miscellaneous.

Surveys have been made of the land taken for a park at the North End, and a plan, showing lines and grades of the present surface, has been prepared for the use of the Landscape Architects.

Surveys have been made of three alternative lines for a proposed parkway to connect the Arboretum and Franklin park with the proposed reservation at Muddy pond woods.

Respectfully submitted,

William Jackson,
City Engineer.

	1875-76.	1876-77.	1877
Payments for land			$295,7
Payments for construction:			
Excavating, filling, grading, sea-walls, etc., other than done by Department			4
Materials			4
Labor			1
Teaming and freights			5
Bridge construction, other than done by Department			2
Buildings, other than done by Department			9
Professional services, etc.	$2,449 69		3
Miscellaneous expenses	2,959 69	$2,840 08	2
Total construction account	$5,409 38	$2,840 08	$5
Total cost	$5,409 38	$2,840 08	$301
Maintenance account:			
Franklin Park			9
Parkway			3
Charlesbank Park			3
Marine Park			1
Arnold Arboretum			9
Charlestown			
Wood Island			
Dorchester Park			
Franklin Field			
Total			69
Total land, construction, and maintenance	$5,409 38	$2,840 08	$30
Covered channel, Stony brook			
Covered channel, Muddy river			
	$5,409 38	$2,840 08	$30

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Park Statistics to January 31, 1894.

Parks.	Year of Taking.	Cost to Date. Land.	Cost to Date. Construction.	Total.	Area.	Length of Driveways.	Length of Walks.	Length of Rides.	Area of Ponds and Rivers.
Main Park System:									
* Fens	1879	$580,764 49	$2,010,886 94	$2,591,651 43	115 acres	4 miles	6.7 miles	1.1 miles	28 acres.
† Riverway	1890	368,246 11	415,357 14	783,603 25	40 "	1.4 "	2.8 "	1.1 "	8 "
† Leverett Park	1890 and 1892	149,650 22	162,425 34	312,075 56	60 "	1.2 "	3.4 "	0.9 mile	14 "
Jamaica Park	1892	351,442 61	22,869 95	374,312 56	120 "	1.5 "	5.6 "	0.7 "	64.5 "
Arborway	1892	38,461 07	61,831 11	100,292 18	36 "	3.4 "	1.25 "	1.4 miles	
* Arnold Arboretum	1882	73,777 23	221,749 14	295,526 37	155 "	2.1 "	4.2 "		0.6 acre.
* Franklin Park	1883 and 1884	1,540,522 89	1,402,836 23	2,943,359 12	527 "	10.0 "	19.1 "	2.5 "	7.4 acres.
Marine Park System:									
Dorchesterway	1892	57,763 63	19,764 18	77,527 81	6 "	0.75 mile	1.6 "		
Strandway	1890 and 1892	353,045 22	57 19	353,102 41	20 " land 174 " flats	1.7 miles	3.1 "		
* Marine Park	1883	232,972 57	751,601 91	984,574 48	32 " land 235 " flats	0.9 mile	2.6 "		4.4 "
Castle Island	1896		31,406 18	31,406 18	21 "	0.4 "	1.6 "		
Charlesbank	1883	373,916 99	280,815 24	654,732 23	10 "		1.5 "		
* Wood Island Park	1882 and 1891	132,800 00	129,159 60	261,959 60	46 " land 165 " flats	1.1 miles	2.9 "		
* Charlestown Heights	1891	50,538 02	61,277 32	111,815 34	4 " land 6 " flats		0.4 mile		
* Charlestown Playground	1891	47,893 02	4,074 45	51,967 47	14 " land 4 " flats		0.9 "		
North End Park	1893				4 " land 3 " flats				
Dorchester Park	1891	31,301 13	1,301 05	32,602 18	26 "				
Franklin Field	1892	56,420 27	45,778 77	102,199 04	77 "				
		$4,439,515 47	$5,623,191 74	$10,062,707 21					
Sundry surveys		2,919 19		2,919 19					
General account			73,987 50	73,987 50					
Park Nursery			29,947 07	29,947 07					
Betterment expenses			11,669 89	11,669 89					
		$4,442,434 66	$5,738,796 20	$10,181,230 86	1,900 acres.	28.45 miles.	57.65 miles.	6.3 miles.	126.9 acres.

* The lands in these parks have been paid for in full. † An additional area of 34 acres is within the limits of the town of Brookline.

The assessed valuation of the lands, payment for which has been made, including interest, cost of suits, surveys, etc., as above, was $2,997,836.94, showing an increase in cost over assessed values of 52 per cent.

Of the above total lengths of Driveways, Walks, and Rides there have been completed to date respectively 13.4 miles, 18.1 miles, and 2.85 miles.

The difference between the total cost of land and construction as given in the Auditor's table and that given above, or $2,094.19, is accounted for by the Auditor's maintenance account, being $7,193.58 less than the maintenance account of this department, of which $5,099.39 are drafts drawn but not paid.

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REPORT OF THE COMMITTEE OF THE MASSACHUSETTS EMERGENCY AND HYGIENE ASSOCIATION IN CHARGE OF THE WOMEN'S GYMNASIUM AT CHARLESBANK.

BOSTON, November 18, 1893.

To the Park Commissioners:

GENTLEMEN: In presenting to you this our third annual report, we trust you will find in it conclusive proof of your wisdom in establishing out-door opportunities for health and recreation.

With your permission we opened the women's and children's division of Charlesbank May 15, 1893, a fortnight earlier than in the two preceding years. The attendance at once justified this experiment, 19,906 coming in two weeks. In June the number admitted was 29,024; in July, 39,294; in August, 28,258; in September, 16,680; in October, 9,559; a total of 142,721, the daily average, including Sundays and rainy days, being 840. This is an increase over last year of 40,676, though the attendance the first year was 1,808 more than this year.

We attribute the increase in numbers very largely to the admission of baby carriages, which has enabled mothers to bring their infants and spend long hours on the grass with their sewing and knitting. No trouble has been experienced either from this innovation or from the admission of boys under eight years. At that age they are admitted to the men's and boys' division of Charlesbank. But until that period they considered themselves unjustly treated and realized that they were not wanted anywhere. The result has proved that they are unobjectionable, and now that they can come they do not care so much about it, unless they are sickly or have charge of their mothers' babies. Sundays are generally very quiet, happy days, with an average of 665 persons, who read and sing, lounge and talk, in pleasant fashion. Often some member of the committee spends part of the day at Charlesbank telling stories to the children. On holidays the crowd flocks

to the Common or the streets, and Charlesbank is quieter even than on Sundays.

The sand-heaps have been constantly crowded with little children, who often took away the iron shovels, never the pails; but as they found the shovels were not replaced they brought their own spoons with which to dig.

The committee regard the success in the management of such large numbers of people as due to the self-control, patience, tact, and lady-like demeanor of the superintendent, Miss Elizabeth McMartin, and her assistants, Miss Mary Mahoney and Miss Rosa Doyle. A refining influence is constantly exerted over the children, and as many of them have been with us before, we now see very plainly that the gymnasium is doing a moral or civilizing work, as well as a physical one. They gain also in mental training through the carefully chosen books and papers with which they are provided, and through the kindergarten training by which Miss Doyle keeps them obedient and interested day after day. The members of the committee have taken turns in visiting Charlesbank, and in doing whatever seemed best. This year also we have had the advantage of the frequent presence of Miss E. A. Phelps, who is the visiting superintendent of the playgrounds in the city school-yards, with an attendance of 75,600 children, which are under the care of the same association, Miss Tower, chairman.

In regard to class instruction, we quote Miss McMartin's own words: "We have had class instruction each pleasant day, beginning June 26 and continuing until the opening of the public schools, September 6, in light and heavy gymnastics, the girls showing a decided preference for the heavy work. Much enthusiasm was aroused over team-races, which in a great measure took the place of football at the close of the class. Fully 135 girls have left their suits with us. We began with a class of eleven and ended with thirty, an average of twenty-four. Plainly discernible was the superiority of the kind of work done in the gymnasium over last season, and the increased regularity of attendance of a larger number.

"No serious accidents have happened, but we have had two or

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three slight scalp wounds and the same number of cases of fainting.

"The Jews, Germans, Russians, and Irish came in large numbers, and by actual count it has been found that fifty per cent. of those in the gymnasium at certain times have been colored," who require more discipline than others.

In closing our report we respectfully urge the advantage of using the upper room of the lodge as a place for gymnastic drill in the winter, two or three evenings a week and on Saturdays throughout the day. If also the running track could be flooded the children could skate there in winter, a policeman being in charge and the lodge closed. If, moreover, there could be increased facilities for bathing in the summer after active gymnastic exercises, the gain in health for the women would be very great.

We desire also to express our thanks for their cordial assistance to Mr. E. W. Howe, to Sergeant Murphy, to the janitor, Mr. Murphy, and to the various policemen who have been assigned to us, and to the Flower Mission and friends who have sent us flowers for the children.

Respectfully submitted,

Kate Gannett Wells,
Ellen M. Tower,
Anna Phillips Williams,
Margaret Gibbens,
D. A. Sargent,
Charles Fry,

Committee.

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

[Stat. 1893. — Chap. 126.]

AN ACT IN RELATION TO RAISING THE GRADE AND CHANGING THE LOCATION OF THE PROVIDENCE DIVISION OF THE OLD COLONY RAILROAD IN THE CITY OF BOSTON.

Section 1. The city of Boston, by its park commissioners, may lay out a parkway, and the board of street commissioners of said city may lay out Mozart street and Williams street as highways, across the location of the Providence division of the Old Colony Railroad, as provided by the report of the commissioners appointed by the superior court for the county of Suffolk to consider the abolition of the grade crossings of Tremont street and the Boston and Providence division of the Old Colony Railroad in the city of Boston, acting under said appointment and under chapter four hundred and thirty-three of the acts of the year eighteen hundred and ninety-two. The acceptance of the report of said commissioners by the superior court for the county of Suffolk, or any justice thereof, shall be a taking of the land therein required to be taken for railroad and highway purposes, as therein specified, and damages shall be assessed and recovered therefor as provided by chapter four hundred and twenty-eight of the acts of the year eighteen hundred and ninety. The Old Colony Railroad Company shall raise the Providence division of its railroad in the city of Boston, and make all the changes therein and of the streets crossed thereby which are prescribed and required to be made by the report and decision of said commissioners, and shall primarily pay all the expenses thereof, including damages occasioned by taking land for and by alteration or construction of highways, as required by said report and decision.

Sect. 2. The court shall appoint some proper person, who may be an inhabitant of Boston, as auditor, who shall from time to

time audit and make report to the court of the expenses incurred by the railroad company in carrying out said decision of the commissioners, which reports when accepted by the court shall be final; and said court shall from time to time, upon said reports, issue its decrees for payments by the treasurer and receiver-general of the Commonwealth to the railroad company of its proportion of said expenses, as fixed and required to be paid by chapter four hundred and thirty-three of the acts of the year eighteen hundred and ninety-two. The compensation of the commissioners and the expenses incurred in surveying, engineering and other matters under their direction, to enable them to make their said report, as well as the compensation of the auditor, shall be a part of the expenses of raising the railroad as required by said chapter and by this act, and be primarily paid by the railroad company.

SECT. 3. This act shall take effect upon its passage.

[Approved March 27, 1893.]

[STAT. 1893 — CHAP. 211.]

AN ACT IN RELATION TO THE ISSUE OF BONDS AND CERTIFICATES FOR PARK PURPOSES BY THE CITY OF BOSTON.

SECTION 1. Section two of chapter three hundred and one of the acts of the year eighteen hundred and ninety-one is hereby amended by striking out in the last four lines thereof, the following words "nor shall said city treasurer issue in any one year, of the aforesaid bonds and certificates, a greater amount than seven hundred thousand dollars," so as to read as follows: — Section 2. Said treasurer shall, when authorized by said city as hereinbefore provided, from time to time, when requested as aforesaid, issue and sell said bonds and certificates to the amount requested, retain the proceeds thereof in the treasury of said city and pay therefrom the expenses incurred for the purposes aforesaid; *provided, however*, that said board shall not purchase or take, to be paid for

from the proceeds aforesaid, lands exceeding in value, as assessed for the year eighteen hundred and ninety, one million dollars.

SECT. 2. This act shall take effect upon its passage.

[Approved April 18, 1893.]

[STAT. 1893 — CHAP. 225.]

AN ACT TO AUTHORIZE CITIES AND TOWNS TO ESTABLISH AND MAINTAIN PUBLIC PLAYGROUNDS.

SECTION 1. Any city or town in the Commonwealth is hereby authorized to take land and rights in land, in fee or otherwise, within its limits, by gift, purchase, eminent domain or otherwise, or to hire or lease the same for such period and at such annual rental as may be agreed upon, and to hold, preserve and maintain such land as public playgrounds: *provided, however*, that no land shall be purchased, taken or hired for this purpose until an appropriation sufficient to cover the estimated expense thereof shall, in a city, have been made by the city council, or in a town, by a legal town meeting. When a park commission constituted under the laws of this Commonwealth exists, or is hereafter established, in a city or town, the powers and duties granted or imposed by this act and other acts hereafter passed with reference to public playgrounds shall be exercised through such park commission.

SECT. 2. The city or town, or its park commissioners, if any, shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land or by other acts in execution of the powers herein granted; but any party aggrieved by such determination may have the damages assessed in the manner provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages shall be increased beyond the award the party shall recover costs; otherwise he shall pay costs; and costs shall be taxed as in civil cases. Within sixty days after the taking of any land under this act, the city or town, or park commission, as the case may be, shall file and cause to be recorded in the proper registry

of deeds a description thereof sufficiently accurate for identification, with a statement of the purpose for which the same was taken; and no suit for damages shall be brought after the expiration of two years from the date of such recording.

SECT. 3. Any town or city, except the city of Boston, in order to meet the expense of acquiring land for the purposes of this act, may incur indebtedness beyond the limit of indebtedness fixed by law, and may issue bonds, notes, or scrip therefor. But the indebtedness so incurred beyond the debt limit shall not exceed one-half of one per cent. of the assessed valuation of said town or city. The securities so issued shall be payable within thirty years from the date thereof, and it shall not be necessary to establish a sinking fund for the payment of the same unless the town or city shall so vote. The provisions of chapter twenty-nine of the Public Statutes and of acts in amendment thereof and addition thereto shall, except as herein otherwise provided, apply to the indebtedness hereby authorized and the securities issued hereunder.

SECT. 4. This act shall take effect upon its passage.

[Approved April 19, 1893.]

[STAT. 1893 — CHAP. 258.]

AN ACT TO AUTHORIZE THE CITY OF BOSTON TO REFUND OR ABATE A PORTION OF ITS BETTERMENTS ASSESSED FOR THE EXTENSION OF THE MARINE PARK.

SECTION 1. The city of Boston may, by concurrent vote of the city council, at any time within two years from the passage of this act, refund or abate any portion, not exceeding ninety per centum, of the sums assessed for betterments on account of the extension of the Marine park in said city, along the shore of Dorchester bay. Any sum so refunded shall be paid by the city treasurer to the persons to whom said betterments are assessed, or their legal representative.

SECT. 2. This act shall take effect upon its passage.

[Approved April 24, 1893.]

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AN ACT TO PROVIDE FOR A PUBLIC PARK IN WARDS SIX AND SEVEN OF THE CITY OF BOSTON.

Section 1. The board of park commissioners of the city of Boston may take in fee, by purchase or otherwise, within the limits of the present wards six and seven of said city, lands of an assessed value not exceeding three hundred thousand dollars, for a park or playground; shall prepare the same for public use and have the charge thereof as of the other public parks of said city.

Sect. 2. Said board shall, within sixty days from the time that it shall take any land under this act, under the right of eminent domain, cause to be recorded in the office of the register of deeds for the county of Suffolk a description of the land so taken, as certain as is required in a common conveyance of land, with a statement that the same was taken under the authority of this act; said description and statement to be signed by said board.

Sect. 3. The fee of the lands so taken shall vest in said city, and said city shall pay all damages sustained by any person in his property by any taking as aforesaid, the same to be agreed upon by said board and the person damaged, and if they cannot agree thereon said damages shall be assessed by a jury of the superior court, on petition of said board or person, in the same manner and under the same rules as damages for property taken in laying out highways in said city are determined.

Sect. 4. The city treasurer of said city, to pay for the lands taken as aforesaid, shall from time to time on the request of said board, approved by the mayor, issue and sell notes, bonds or scrip of the city to such an amount as said board shall state that it deems necessary to pay for such lands, with a further amount, not exceeding fifty thousand dollars, the proceeds of the latter amount to be used to meet the expenses of preparing said lands for public use; *provided, however*, that he shall pay over to the board of commissioners of sinking funds of said city any premiums received by him in the sale of such bonds, notes or scrip,

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and said commissioners shall place all amounts so paid by said treasurer in a sinking fund for the payment of the loan hereby authorized.

SECT. 5. This act shall take effect upon its acceptance by the city council of the city of Boston.

[Approved May 2, 1893.]

[STAT. 1893 — CHAP. 300.]

AN ACT RELATIVE TO THE LAYING OUT OF PUBLIC PARKS BY TOWNS AND CITIES.

SECTION 1. Any board of park commissioners constituted under the authority of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two as amended by chapter two hundred and forty of the acts of the year eighteen hundred and ninety, or of any special acts, shall have power to connect any public park, boulevard or driveway under its control, with any part of any city or town in this Commonwealth wherein it has jurisdiction, by selecting and taking any connecting street or streets, or part thereof, leading to such park, and shall also have power to accept and add to any such park any street or part thereof which adjoins and runs parallel with any boundary line of the same; *provided*, that the consent of the public authorities having control of any such street or streets so far as selected and taken, and also the consent in writing of the owners of a majority of the frontage of the lots and lands abutting on such street or streets so far as taken, shall be first obtained.

SECT. 2. Such board of park commissioners, or such public authorities as are by law authorized to levy taxes or assessments for the maintenance of such parks, shall have power to improve such street or streets as they may deem best, and for that purpose they are hereby authorized to pay for the improvement thereof, and from time to time to levy or cause to be levied and collected a special tax or assessment on contiguous property abutting upon such streets so improved, for a sum of money not exceeding one-

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half the estimated cost of such first improvement or improvements, as shall be ordered and estimated by such board of park commissioners, but not for any subsequent repairs thereof; and to that end such board or public authorities shall have all the power and authority now or hereafter granted to them respectively, relative to the levy, assessment and collection of taxes or assessments for corporate purposes. And such special taxes or assessments as are hereby authorized may be divided into not exceeding four annual instalments, bearing interest at the rate of five per cent. per annum from the date of confirmation until paid. And the said assessments or instalments thereof shall be collected and enforced in the same manner as is provided by law for the collection and enforcement of other taxes or assessments for or on account of such bodies or boards, so far as the same are applicable.

Sect. 3. Such boards of park commissioners shall have the same power and control over the streets or parts of streets taken under this act as are or may be by law vested in them concerning the parks, boulevards or driveways under their control.

Sect. 4. In case any such streets or parts thereof shall pass from the control of any such park board, the power and authority over the same granted or authorized by this act shall revert to the proper corporate authorities of such city or town, respectively, as aforesaid.

Sect. 5. Any city or town shall have full power and authority to invest any of such park boards with the right to control, improve and maintain any of the streets of such city or town, for the purpose of carrying out the provisions of this act.

Sect. 6. The provisions of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two, so far as the same relate to the number and manner of appointment of park commissioners, shall apply to all cities in which park commissions have been established by special law. In towns and cities having boards of park commissioners said boards shall have charge of all public pleasure grounds and of the planting and care of trees and shrubs in the public highways and about public buildings.

[Approved May 3, 1893.]

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[Stat. 1893 — Chap. 331.]

AN ACT RELATIVE TO LEASING OPEN SPACES FOR GARDENS AND PLAYGROUNDS BY CITIES AND TOWNS.

Whenever in any city of the Commonwealth, or in any town of the metropolitan parks district, tenement dwellings are built about or contiguous to open spaces, which the owners may desire to keep open for garden and playground purposes, said spaces, upon the approval of the board of park commissioners, if any, and of the board of health of said city or town, or, in a city or town in the metropolitan parks district having no park commission, upon the approval of the local board of health and the metropolitan park commission, may be leased at a nominal rental, not exceeding the taxes on said open spaces, for a term of not exceeding fifteen years, subject to renewal by such city or town, for the purposes of a neighborhood playground; but the care and control of said spaces shall continue to remain with the proprietors of such dwellings, under the supervision of the park commissions of cities and towns where such commissions exist, and where they do not exist, under the supervision of the board of selectmen.

[Approved May 5, 1893.]

[Stat. 1893 — Chap. 407.]

AN ACT TO ESTABLISH A METROPOLITAN PARK COMMISSION.

Section 1. The governor, by and with the advice and consent of the council, shall appoint five persons, who shall constitute a board to be known as the Metropolitan Park Commission. The members of this board shall hold office respectively for the term of one year, two years, three years, four years and five years, beginning with the first Monday in May in the year eighteen hundred and ninety-three, and annually thereafter the governor shall appoint as aforesaid one such commissioner, to hold office for the term of five years, beginning with the first Monday in May in the year of his appointment; and if any vacancy occurs in said board

by resignation or otherwise the governor shall in like manner appoint a commissioner for the residue of the term in which the vacancy occurs, and may also remove any commissioner. The members of said board shall serve without compensation, but their travelling and other necessary expenses shall be allowed and paid; and no person employed by the board shall be a member thereof.

Sect. 2. Said board shall annually choose one of its members chairman, and may from time to time appoint a clerk or secretary, and such other employees as it deems necessary to carry out the purposes of this act; it may determine the duties and compensation of such appointees, remove the same at pleasure, and make all reasonable rules and regulations. Said board shall have a suitable office, where its maps, plans, documents, records and accounts shall be kept, subject to public inspection at such times as the board may determine. On or before the second Wednesday in December in each year said board shall make a report of its proceedings to the general court, together with a full statement of its receipts and disbursements. Said report shall be numbered as one of the series of public documents and four thousand copies thereof shall be printed annually.

Sect. 3. The jurisdiction and powers of said board shall extend to and may be exercised in the cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Newton, Quincy, Somerville, Waltham, and Woburn, and in the towns of Arlington, Belmont, Braintree, Brookline, Canton, Dedham, Dover, Hingham, Hull, Hyde Park, Melrose, Milton, Nahant, Needham, Revere, Saugus, Stoneham, Swampscot, Wakefield, Watertown, Wellesley, Weston, Weymouth, Winchester, and Winthrop; which cities and towns shall constitute the Metropolitan Park District.

Sect. 4. Said board shall have power to acquire, maintain and make available to the inhabitants of said district open spaces for exercise and recreation; and to this end, acting so far as may be in consultation with the proper local boards, shall be authorized to take, in fee or otherwise, in the name and for the benefit of the

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Commonwealth, by purchase, gift, devise or eminent domain, lands and rights in land for public open spaces within said district, or to take bonds for the conveyance thereof; and to preserve and care for such public reservations, and also, in the discretion of said board and upon such terms as it may approve, such other open spaces within said district as may be intrusted, given, or devised to said board or to the Commonwealth, by the United States, or by cities, towns, corporations or individuals, for the general purposes of this act, or for any one or more of such purposes as the donor may designate; *provided, however*, that no private property taken for the purpose of this act shall be taken under the right of eminent domain without the concurrence of a majority of the board and of the board of park commissioners, if any, of the city or town in which such property is situated; *provided, further*, that no land shall be taken by the right of eminent domain in that part of the city of Medford known as the Middlesex Fells, southerly of a line drawn from the southerly base of Pine hill, northwesterly through the southern end of the dam of the south reservoir of the town of Winchester and extended to the western boundary of said fells, so-called; nor southerly of a line drawn from said southerly base of Pine hill, east to the eastern boundary of said fells; *provided, further*, that said board shall not take by purchase or right of eminent domain, under this act, any land or other property to an amount exceeding in value in the aggregate, with land or other property previously taken by purchase or eminent domain hereunder, ninety per centum of the total amount appropriated by the legislature or contributed by individuals or corporations for that purpose; *provided, further*, that nothing in this act shall be construed to limit existing rights of any city or town in relation to water supply purposes, or in any way obstruct their taking advantage of such rights. In furtherance of the powers herein granted, said board may employ a suitable police force, make rules and regulations for the government and use of the public reservations under their care, and for breaches thereof affix penalties not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; and in general may

do all acts needful for the proper execution of the powers and duties granted to and imposed upon said board by the terms of this act. Said board shall also have power to expend such funds, whether principal or income, as may be given in trust, as provided for in section 5.

Sect. 5. The treasurer and receiver general of the Commonwealth is hereby authorized and empowered, with the approval of the governor and council, to receive and hold in trust for the Commonwealth, exempt from taxation, any grant or devise of lands or rights in land, and any gift or bequest of money or other personal property, made for the purposes of this act, and shall preserve and invest the proceeds thereof in notes or bonds secured by good and sufficient mortgage or other securities. Said trust property shall be known as the Metropolitan Parks Trust Fund, and shall be used and expended under the direction of the metropolitan park commission and subject to its orders.

Sect. 6. Any city or town within said district, or any local board of such city or town, with the latter's consent, is hereby authorized and empowered to transfer the care and control of any open space owned or controlled by it to the metropolitan park commission, upon such terms and for such period as may be mutually agreed upon; or to enter into an agreement with said commission for the joint care or preservation of open spaces within or adjacent to such city or town; and the metropolitan park commission may in like manner transfer the care and control of any open space controlled by it to any local board of a city or town within the said district, with the consent of such city or town, and upon such terms and for such period as may be mutually agreed upon.

Sect. 7. Said board shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land, or any right therein, under this act; but any one aggrieved by such determination of the board may have such damages assessed by a jury of the superior court, in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages are increased

beyond the award of the board the aggrieved party shall recover costs, otherwise such party shall pay costs; and costs shall be taxed as in civil cases; but no suit for such damages shall be brought after the expiration of two years from the date of the recording of the taking, as required by the following section.

SECT. 8. Within sixty days after any land, or right therein, is acquired or taken under this act, the board shall file and cause to be recorded in the proper registry of deeds, a description thereof sufficiently accurate for its identification, with a statement of the purpose for which the same is acquired or taken, which description shall be signed by a majority of said board.

SECT. 9. To meet the expenses incurred under the provisions of this act the treasurer and receiver general shall with the approval of the governor and council, issue script or certificates of debt in the name and behalf of the Commonwealth and under its seal, to an amount not exceeding one million dollars, for a term not exceeding forty years. Said scrip or certificates of debt shall be issued as registered bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable semi-annually on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as the Metropolitan Parks Loan; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above specified, as the governor and council shall deem best. The treasurer and receiver general shall, on issuing any of said scrip or certificates of debt, establish a sinking fund, and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on said loan as it accrues.

Sect. 10. The supreme judicial court sitting in equity shall, on the application of said board and after notice to each of the cities and towns hereinbefore named, appoint three commissioners, who shall not be residents of such cities or towns, who shall, after due notice and hearing, and in such manner as they shall deem just and equitable, determine the proportion in which each of such cities and towns shall annually pay money into the treasury of the Commonwealth, for the term of five years next following the year of the first issue of said scrip or certificates, to meet the interest and sinking fund requirements for each of said years, as estimated by the treasurer of the Commonwealth, and to meet the expenses of preservation and necessary care of said public reservations, as estimated by said board and certified to said treasurer, and any deficiency in the amount previously paid in as found by said treasurer, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. Said commissioners shall fix and return the proportion to be paid by the city of Boston for the first period of five years, at fifty per cent. of the whole. Before the expiration of said term of five years, and every five years thereafter, three commissioners, who shall not be residents of any of the cities or towns constituting the metropolitan parks district, shall again be appointed as aforesaid, who shall in such manner as they deem just and equitable determine the proportion in which each of said cities and towns shall annually pay money into the treasury of the Commonwealth as aforesaid, for the next succeeding term of five years, together with any deficiency in the amount previously paid in, as found by said treasurer, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners, and shall be binding on all parties: *provided*, that no assessment shall be levied for the purposes of this act in any one year, upon any city or town in excess of a sum equal to one-half mill on the dollar of the valuation thereof.

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SECT. 11. The metropolitan park commission shall annually estimate the expenses of preservation and necessary care of said public reservations for the ensuing year, and certify the same to the treasurer, who shall apportion said expenses in the manner provided in the following section; *provided, however*, that such expenses shall not exceed the sum of ten thousand dollars during the first year, nor exceed the sum of twenty thousand dollars during any succeeding year.

SECT. 12. The amount of money required each year from each city and town of the metropolitan parks district to meet the interest, sinking fund requirement and expenses aforesaid for each year, and deficiency if any, shall be estimated by the treasurer of the Commonwealth in accordance with the proportion determined as aforesaid, and shall be included in and made a part of the sum charged to such city or town, and be assessed upon it in the apportionment and assessment of its annual state tax; and said treasurer shall in each year notify each city and town of the amount of such assessment, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment and as a part of its State tax.

SECT. 13. The supreme judicial court shall have jurisdiction in equity to enforce the provisions of this act, and shall fix and determine the compensation of all commissioners appointed by said court under the provisions hereof.

SECT. 14. This act shall take effect upon its passage.

[Approved June 3, 1893.]

[STAT. 1893 — CHAP. 416.]

AN ACT RELATING TO AN ACT RELATIVE TO THE LAYING OUT OF PUBLIC PARKS BY TOWNS AND CITIES.

SECTION 1. Section six of chapter three hundred of the acts of the year eighteen hundred and ninety-three, being an act relative to the laying out of public parks by towns and cities, is hereby repealed.

SECT. 2. This act shall take effect upon its passage.

[Approved June 3, 1893.]

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[Stat. 1893 — Chap. 435.]

AN ACT IN RELATION TO THE CONSTRUCTION OF A SEA WALL AND THE EXTENSION OF THE CHARLES-RIVER EMBANKMENT BY THE CITY OF BOSTON.

Section 1. Section one of chapter three hundred and forty-four of the acts of the year eighteen hundred and ninety-one is hereby amended by inserting at the end of said section the words: — to a point one hundred feet or less distant from said sea wall in the rear of Beacon street; thence by a line parallel with said wall to the westerly line of the public park of said city, known as the Back Bay Fens, extended to intersect said line parallel with said sea wall, — so as to read as follows: — Section 1. The city of Boston may, by its board of park commissioners, build a sea wall on the Boston side of the Charles river from the sea wall of its present park, situated between Craigie's bridge and West Boston bridge, to the sea wall of said river in the rear of Beacon street in said city, on or within the following lines: Beginning at a point in the southwest corner of the stone wall of the Charles-river embankment, or Charlesbank, thence running southerly by a straight line to a point in Charles river three hundred feet distant westerly from the harbor commissioners' line, measuring on a line perpendicular to the said commissioners' line at its intersection with the southerly line of Mount Vernon street; thence continuing southerly and westerly from the aforesaid perpendicular line, on such lines curved southerly and westerly from the aforesaid straight line, as said board of harbor and land commissioners shall approve, to a point one hundred feet or less distant from said sea wall in the rear of Beacon street; thence by a line parallel with said wall to the westerly line of the public park of said city, known as the Back Bay Fens, extended to intersect said line parallel with said sea wall.

Sect. 2. Section five of chapter three hundred and forty-four of the acts of the year eighteen hundred and ninety-one is hereby amended by inserting at the end of said section the words: — and the said city of Boston is hereby authorized to make any

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contracts with the riparian owners and any other parties as to the building of the sea wall, the filling of said flats, and the future use thereof when filled, subject to the express condition that the flats filled under the authority hereby granted shall not be used for building purposes, or for any other purpose than for public ornamental grounds and a parkway, — so as to read as follows: — Sect. 5. Any person whose lands, flats or rights are taken under authority of this act shall have the same rights and remedies in obtaining damages for such taking as persons injured by the taking of their lands for highways in said city, except as above provided; and the said city of Boston is hereby authorized to make any contracts with the riparian owners and any other parties as to the building of the sea wall, the filling of said flats, and the future use thereof when filled, subject to the express condition that the flats filled under the authority hereby granted shall not be used for building purposes, or for any other purpose than for public ornamental grounds and a parkway.

Sect. 3. The material used for the filling authorized by said chapter shall, to such grade as shall be required by the board of harbor and land commissioners, be dredged from Charles-river basin, in such places and to such depths as the said board, having due regard to the requirements of navigation, the improvement of said basin and the quality of material suitable for such filling, shall from time to time prescribe. The said city shall, in addition to the said dredging of material for filling, dredge from the said river, in such places as the said board may designate, an amount of material between the planes of mean high and mean low water which, with the material excavated between said planes for said filling, shall equal the amount of tide water displaced by all the filling done under authority of this act. Said board may in their discretion accept, in lieu of any portion of said dredging between said planes of high and low water, other dredging or excavation in the said river which in their judgment is an equal improvement to the harbor of Boston. All of the filling, dredging and other work authorized or required by said act shall be subject to the direction and approval of said board, and to the provisions of all general

laws applicable thereto. The filling, dredging and other work authorized by this act shall also be subject to the approval of the secretary of war and to all laws of the United States applicable thereto.

SECT. 4. This act shall take effect upon its passage.

[Approved June 9, 1893.]

[STAT. 1893 — CHAP. 475.]

AN ACT TO PROVIDE FOR THE IMPROVEMENT OF CHARLES RIVER.

SECTION 1. The board of metropolitan park commissioners, established under the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, and the state board of health, sitting as a joint board, shall investigate the sanitary condition and prepare plans for the improvement of the beds, shores and waters of the Charles river, between Charles-river bridge and the Waltham line on Charles river, and for the removal of any nuisances therefrom, and report with their recommendations to the next general court on or before the first Wednesday in February.

SECT. 2. Said commissioners may employ engineers and experts and incur such expenses as may be necessary to carry out the provisions of this act, and may expend for such purpose a sum not exceeding five thousand dollars. All bills shall be approved and filed with the auditor and allowed in the same manner as other claims against the Commonwealth.

SECT. 3. This act shall take effect upon its passage.

[Approved June 10, 1893.]

LIST OF PARK REPORTS AND RELATED DOCUMENTS.

Year.	City Document.	
1869.	123.	— Report of Joint Special Committee of the City Council, relating to a Public Park. December 20.
1874.	105.	— Report of Commissioners appointed by the Mayor, on the establishment of a Public Park. November 25.
1875.	45.	— City Council Order to petition the General Court for an Act to authorize the Establishment of Public Parks.
1875.	61.	— An Act for laying out Public Parks in or near the City of Boston. May 6.
1876.	12.	— First Report of Board of Park Commissioners. January 1.
1876.	42.	— Second Report. April 24.
1876.	72.	— Report of Joint Standing Committee on Common and Public Grounds. June 26.
1876.		Third Report. September 25.
1876.	88.	— Fourth Report. October 2.
1876.	97.	— Second Report of Joint Standing Committee on Common and Public Grounds. November 9.
1876.	105.	— Report of Joint Special Committee, to confer with Park Commissioners. December 28.
1877.	10.	— Second Annual Report. January 11.
1877.	44.	— Report of Special Committee on Parks, to City Council. May 7.
1877.	104.	— Sixth Report. December 29.
1878.	16.	— Third Annual Report. January 28.
1878.	56.	— Report of Joint Special Committee on Public Parks May 27.

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Year.	City Document.	
K- 1879.	15.	— Fourth Annual Report. January 27.
1879.	123.	— Report on proposed West Roxbury Park. December 22.
K- 1880.	15.	— Fifth Annual Report. January 26.
1880.	47.	— Report on the cost of the Back Bay Improvement. March 17.
1880.	125.	— Collection of Papers and Arguments, relating to Public Parks. April 19.
1880.	61.	— Report of Committee on Public Parks. Recommending purchase of land for West Roxbury and City Point Parks. April 22.
1880.	84.	— Report on Proposed West Roxbury Park. May 27.
1880.	118.	— Report on Arboretum at West Roxbury. October 21.
K- 1881.	12.	— Sixth Annual Report. January 29.
1881.	93.	— Report of Joint Special Committee on Public Parks. June 30.
1881.	96.	— Minority Report of Committee on Parks. June 30.
1881.	120.	— Report on the Laying out of the land bounded by Boylston and Dartmouth streets and Huntington avenue. September 8.
1881.	124.	— Report of Committee on Finance and Orders for Loans. September 28.
1881.	130.	— Report upon Proposed Sanitary Improvements of Muddy River. October 24.
1881.	134.	— Report of Special Committee of the Common Council on the Arnold Arboretum. November 17.
K- 1882.	16.	— Seventh Annual Report. January 28.
1882.	70.	— Report of Committee on Parks on proposed laying out of Trinity square. May 11.
1882.	79.	— Report on Appropriations and Expenditures for Stony Brook. May 29.
1882.	148.	— Request for an Appropriation for Muddy-river Improvement. November 22.

Year.	City Document.	
1883.	20.	— Eighth Annual Report. January 27.
1883.	52.	— Special Report on West Roxbury and City Point Parks. March 12.
1883.	150.	— Special Committee Report, with Minority Report, on order for Loan for Muddy-river Improvement. October 18.
1883.	169.	— Report on West Roxbury Park Boundaries. November 26.
1883.	170.	— Report on Appropriations and Expenditures for Bussey Park and Arnold Arboretum. December 3.
1883.	174.	— Report on Appropriations and Expenditures for Public Parks. December 13.
1883.	176.	— Second Report on West Roxbury Park Boundaries. December 17.
1884.	9.	— Ninth Annual Report. January 28.
1884.	136.	— Report on Appropriations and Expenditures for Bussey Park and Arnold Arboretum. November 3.
1885.	7.	— Tenth Annual Report. January 24.
1885.	75.	— Report on Appropriations and Expenditures for West Roxbury Park. June 1.
1885.	107.	— Report on additional Appropriation for Charles-river Embankment. July 31.
1885.	108.	— Report on Appropriation for Wood Island Park. August 3.
1885.	140.	— Report on Appropriation for Park Nursery. October 12.
1885.	160	— Report on Appropriation for Back Bay. December 7.
1886.	26.	— Eleventh Annual Report. January 27.
1886.		Notes on the Plan of Franklin Park and Related Matters. February 10.
K- 1887.	24.	— Twelfth Annual Report. January 29.
K- 1888.	14.	— Thirteenth Annual Report. January 27.

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Year.	City Document.	
K- 1889.	72. —	Fourteenth Annual Report. January 25.
K- 1890.	15. —	Fifteenth Annual Report. January 27.
K- 1891.		Sixteenth Annual Report. January 30.
K- 1892.	26. —	Seventeenth Annual Report. January 31.
1893.	25. —	Eighteenth Annual Report. January 31.

K 1894

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

Year.	Chapter.	
1866.	247.	— An Act to authorize the Erection of a Sea-wall, and the filling of certain flats in Charles river, to abate a nuisance.
*1870.	283.	— An Act for the Laying out of one or more Public Parks in or near the City of Boston.
†1875.	185.	— An Act for the Laying out of Public Parks in or near the City of Boston.
1880.	144.	— An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
1881.	92.	— An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Charles-river Embankment.]
1881.	197.	— An Act to authorize the Construction of the Charles-river Promenade.
1882.	168.	— An Act to authorize the City of Boston to Issue a Public Park Loan.
1884.	226.	— An Act in relation to betterments for Locating, Laying out, and Constructing Streets, Ways, and Public Parks.
1884.	237.	— An Act in relation to assessments for Public Improvements.
1885.	299.	— An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.

* This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

† This Act was accepted by a majority of the legal voters voting thereon, June 9, 1875. Yeas, 3,706; Nays, 2,311.

Year. Chapter.

1885. 360. — An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]

1886. 65. — An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.

1886. 134. — An Act to change a portion of the line of the Sea-wall of the Public Park in the City of Boston, known as the Charles-river Embankment.

1886. 304. — An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.

1887. 312. — An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.

1887. 427. — An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.

1888. 376. — An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.

1888. 392. — An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.

1889. 129. — An Act relating to buildings in the Public Parks of the City of Boston.

1889. 438. — An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.

1890. 271. — An Act to authorize the City of Boston to incur indebtedness outside of its debt limit, to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.

1890. 339. — An Act changing the boundary between the City of Boston and the Town of Brookline.

1890. 444. — An Act to amend an Act authorizing the City of

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YEAR. Chapter.

Boston to incur indebtedness outside of its debt limit to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.

1891. 301. — An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.

1891. 344. — An Act to authorize the City of Boston to construct a Sea-wall and extend the Charles-river Embankment.

1891. 390. — An Act to provide for the appointment of the Charles-river Improvement Commission.

1892. 371. — An Act to authorize the City of Boston to take Jamaica Pond and Ward's Pond for a Public Park.

1893. 126. — An Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.

1893. 211. — An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.

1893. 225. — An Act to authorize cities and towns to establish and maintain Public Playgrounds.

1893. 258. — An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.

1893. 282. — An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.

1893. 300. — An Act relative to the Laying out of Public Parks by towns and cities.

1893. 331. — An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.

1893. 407. — An Act to establish a Metropolitan Park Commission.

Year.	Chapter.	
1893.	416.	— An Act relating to an Act relative to the Laying out of Public Parks by towns and cities.
1893.	435.	— An Act in relation to the construction of a Sea-wall and the extension of the Charles-river Embankment by the City of Boston.
1893.	475.	— An Act to provide for the Improvement of Charles River.

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HARLAN P. KE
SALEM, MAS

City of Boston.

DEPARTMENT OF PARKS.

TWENTIETH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1895.

PRINTED FOR THE DEPARTMENT.
1895.

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City of Boston.

DEPARTMENT OF PARKS.

TWENTIETH ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1895.

WITH THE COMPLIMENTS OF THE

BOARD OF COMMISSIONERS OF THE
DEPARTMENT OF PARKS.

PRINTED FOR THE DEPARTMENT.
1895.

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HARLAN P. KELSEY
SALEM, MASS.

DEPARTMENT OF PARKS.

REPORT.

HON. EDWIN U. CURTIS,
Mayor of the City of Boston :

SIR: In accordance with the provisions of the Revised Ordinances, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report:

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve Months ending January 31, 1895.

MAIN PARK SYSTEM.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan, Public Parks .	$1,426,555 64	
Amount transferred from appropriation for Maintenance	73,667 62	
Amount transferred by City Auditor . .	3,285 00	
		$1,503,508 26

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Commonwealth Avenue.

EXPENDITURES FOR CONSTRUCTION.

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$56,778 18		
Gutters: labor and materials	8,363 45		
Roadways: amount paid under contract for excavating	7,416 76		
Sidewalks: labor and materials	4,786 85		
Engineers and expenses	1,852 08		
Advertising and printing contract	46 35		
General work: labor and materials	9 88		
		$79,253 55	

Electric Lighting.

Lamp-posts and cable: amount paid under contract	$5,674 00	

Plantations.

Labor	406 46	

Plans and Designs.

Landscape architects and expenses	22 00	
		$85,356 01

Fens.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land and easement for location for street railway	$15,490 00	

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$6,262 43		
Gutters: labor and materials,	1,364 40		
Curbs and walks: labor and materials	222 91		
Amounts carried forward,	$7,849 74	$15,490 00	$85,356 01

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Amounts brought forward,	$7,849 74	$15,490 00	$85,356 01
Drainage: labor and materials	45 58		
		7,895 32	

Electric Lighting.

Lamp-posts and cable: amount paid under contract . .	$6,624 95		
Labor and materials . .	262 28		
		6,887 23	

Grading, Loam, and General Work.

Loam: labor and materials .	$2,104 59		
Engineers and expenses .	652 18		
Superintendence and general work	439 73		
Grading: labor and materials	404 75		
Fence: labor and materials,	397 12		
		3,998 37	

Plantations.

Labor and expenses		2,847 03	

Filling.

Filling		486 50	

Settees.

Settees and freight		238 53	

Plans and Designs.

Landscape architects and expenses .		55 82	
			37,898 80

RIVERWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .	$84,036 42		
Expenses in trials of suits .	175 00		
		$84,211 42	

Bridle Path Bridge.

Amount paid under contract,	$28,642 88		
Labor and materials . .	552 07		
		29,194 95	
Amounts carried forward,		$113,406 37	$123,254 81

Amounts brought forward,		$113,406 37	$123,254 81

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$23,387 56		
Drainage: labor and materials	1,777 66		
Sidewalks: labor and materials	1,637 03		
Gutters: labor and materials,	439 29		
		27,241 54	

Clearing, Grading, Loam, and General Work.

Loam: labor and materials	$7,847 17		
Grading: labor and materials	5,413 95		
Superintendence and general work	4,182 78		
Engineers and expenses	3,058 19		
Clearing grounds	179 05		
Fence	50 04		
		20,731 18	

Filling.

Amount paid under contract,	$14,650 34		
Labor and materials	2,049 60		
		16,699 94	

Plantations.

Labor and expenses		8,581 53	

Shelter House.

Amount paid under contract,	$4,261 00		
Shepley, Rutan, & Coolidge, for plans	213 05		
Advertising contract	34 60		
Labor	5 00		
		4,513 65	

Audubon Road Bridge.

Abutments: amount paid under contract	$3,153 94		
Floor: amount paid under contract	547 50		
Amounts carried forward,	$3,701 44	$191,174 21	$123,254 81

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Amounts brought forward,	$3,701 44	$191,174 21	$123,254 81
Iron fence: amount paid under contract . . .	375 00		
Labor and materials . .	150 93		
		4,227 37	

Electric Lighting.

Lamp-posts and cable: amount paid under contract		2,734 57	

Plans and Designs.

Landscape architects and expenses .		1,675 09	

Machinery, Tools, and Implements.

Water-carts		468 75	

Foot-bridge and Culverts.

Labor and materials . .	$439 97		
Shepley, Rutan, & Coolidge, for plans	13 58		
		453 55	

Settees.

Settees and freight		351 82	

Tremont Street Bridge.

Labor and materials		223 16	

Administration Building.

Labor, expenses, furnishing, etc. .		106 17	

Bellevue Street Bridge.

Labor and materials		69 85	
			201,484 54

LEVERETT PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .	$106,644 90		
Expenses in trials of suits,	2,721 05		
		$109,365 95	
Amounts carried forward,		$109,365 95	$324,739 35

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Amounts brought forward,		$109,365 95	$324,739 35

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$45,946 48	
Drainage: labor and materials	3,533 31	
Gutters: labor and materials,	2,567 19	
Sidewalks: labor and materials	2,264 94	
		54,311 92

Clearing, Grading, Loam, and General Work.

Grading: amount paid under contract . . .	$12,111 92	
Loam: labor and materials .	10,214 43	
Grading: labor and materials	9,316 88	
Engineers and expenses .	5,930 69	
Clearing grounds: labor and materials	1,151 26	
General work: labor and materials	807 29	
Fence: labor and materials .	209 01	
		39,741 48

Retaining Wall.

Amount paid under contract,	$15,255 03	
Labor and materials . .	603 30	
Advertising and printing .	64 69	
		15,923 02

Walls and Steps.

Labor and materials		13,072 13

Leverett Pond Bridge.

Amount paid under contract,	$9,313 60	
Labor and materials . .	386 39	
Advertising contract . .	57 47	
		9,757 46

Plantations.

Labor and expenses		5,795 46

Walls and Culverts.

Labor and materials		5,182 50
Amounts carried forward,	$253,149 92	$324,739 35

Amounts brought forward,		$253,149 92	$324,739 35

Electric Lighting.

Lamp-posts and cable: amount paid under contract		4,497 81	

Machinery, Tools, and Implements.

Engine, steam-roller, etc. . . .		3,049 75	

Plans and Designs.

Landscape architects and expenses .		1,662 50	

Settees.

Settees and freight		524 66	

Water Supply.

Water-pipes and labor . . .		481 10	

Foot-bridges and Culverts.

Advertising and printing .	$57 87		
Labor and materials . .	10 00		
		67 87	

Filling.

Labor and materials		15 75	
			263,449 36

JAMAICA PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .	$285,237 73	
Expenses in trials of suits .	9,182 35	
		$294,420 08

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$34,241 97		
Drainage: labor and materials	1,768 40		
Gutters: labor and materials,	983 75		
Sidewalks: labor and materials	226 50		
		37,220 62	
Amounts carried forward,		$331,640 70	$588,188 71

Amounts brought forward,		$331,640 70	$588,188 71

Clearing, Grading, Loam, and General Work.

Grading: amount paid under contract . . .	$14,103 30		
Grading: labor and materials	9,321 91		
Loam: labor and materials .	2,578 36		
Engineers and expenses .	2,129 16		
General work: labor and materials	1,364 47		
Clearing grounds: labor and materials	839 39		
		30,336 59	

Retaining Walls.

Amount paid under contract .	$6,356 50		
Labor and materials . .	3,675 74		
		10,032 24	

Water Supply.

Water-pipes and labor		5,471 46	

Plantations.

Labor and expenses		3,609 15	

Walls and Steps.

Labor and materials		3,300 44	

Machinery, Tools, and Implements.

Steam-roller and water-carts . .		1,968 75	

Electric Lights.

Lamp-posts and cable: amount paid under contract		1,622 50	

Plans and Designs.

Landscape architects and expenses .		554 65	

Pine Bank Refectory.

City Architect's department, for plans	$239 00		
Advertising and printing .	55 56		
		294 56	
Amounts carried forward,		$388,831 04	$588,188 71

Amounts brought forward,		$388,831 04	$588,188 71
	Boat House.		
City Architect's department, for plans .		175 00	
	Settees.		
Freight		10 75	
			389,016 79

ARBORWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

	Land.		
Amount paid for land . .	$88,712 28		
Expenses in trials of suits .	4,333 73		
		$93,046 01	
	Roadways, Sidewalks, Gutters, and Drainage.		
Roadways: labor and materials	$53,299 99		
Drainage: labor and materials	6,908 41		
Gutters: labor and materials,	1,845 25		
		62,053 65	
	Clearing, Grading, Loam, and General Work.		
Grading: labor and materials	$21,947 26		
Grading: amount paid under contract	5,611 17		
Engineers and expenses .	3,691 91		
Loam: labor and materials .	2,791 00		
General work: labor and materials	570 59		
Clearing grounds: labor and materials	33 25		
		34,645 18	
	Culverts.		
Labor and materials		4,017 72	
	Water Supply.		
Water-pipes and labor . . .		3,174 96	
Amounts carried forward,		$196,937 52	$977,205 50

Amounts brought forward,		$196,937 52	$977,205 50
	Electric Lighting.		
Lamp-posts and cable: amount paid under contract		3,028 00	
	Filling.		
Filling		2,819 16	
	Machinery, Tools, and Implements.		
Steam-roller and water-carts . .		1,968 75	
	Plantations.		
Labor and expenses		176 78	
	Plans and Designs.		
Landscape architects and expenses .		35 69	
	Settees.		
Freight		10 75	
			204,976 65

ARNOLD ARBORETUM.

EXPENDITURES FOR LAND AND CONSTRUCTION.

	Land.		
Surveying expenses . .	$248 45		
Amount paid for land . .	17 70		
		$266 15	
	Boundary Walls and Gateways.		
Boundary walls: labor and materials	$4,271 37		
Fence: labor and materials .	86 65		
		4,358 02	
	Roadways, Walks, and Drainage.		
Clearing grounds . . .	$1,055 23		
Engineers and expenses .	141 50		
Grading	111 72		
Drainage	50 63		
Fuel, supplies, cartage, etc.,	24 35		
		1,383 43	
Amounts carried forward,		$6,007 60	$1,182,182 15

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Amounts brought forward,		$6,007 60	$1,182,182 15
Plans and Designs.			
Landscape architects and expenses .		73 42	
			6,081 02

WEST ROXBURY PARKWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.			
Surveying expenses		$3,561 75	
Clearing, Grading, and General Work.			
Engineers and expenses .	$602 55		
Clearing grounds: labor and materials	36 00		
		638 55	
Plans and Designs.			
Landscape architects and expenses .		51 26	
			4,251 56

FRANKLIN PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.			
Amount paid for land . .	$10,597 12		
Expenses in trials of suits .	76 62		
		$10,673 74	
Forest Hills Bridge.			
Amount paid under contract,	$41,547 15		
Labor and materials . .	820 15		
Advertising and printing contract	51 47		
		42,418 77	
Roads and Walks.			
Grading roads and walks .	$17,250 16		
Surfacing roads and walks .	8,259 29		
		25,509 45	
Refectory Building.			
Amount paid under contract,	$16,743 75		
Hartwell & Richardson, for plans	3,800 00		
Amounts carried forward,	$20,543 75	$78,601 96	$1,192,514 73

Amounts brought forward,	$20,543 75	$78,601 96	$1,192,514 73
City Architect's Dept.: plans and expenses . . .	222 05		
Advertising and printing contract	59 63		
		20,825 43	

Clearing, Grading, Drainage, and General Work.

Engineers and expenses .	$7,150 39	
Drainage	4,830 10	
General work	3,825 31	
Grading	2,056 33	
Clearing grounds . . .	1,570 25	
		19,432 38

Plantations.

Labor and expenses	15,997 45

Ellicott House.

Amount paid under contract,	$5,250 35	
Amount paid under plumbing contract	1,394 00	
Amount paid under heating contract	429 00	
Labor and materials . .	533 20	
Insurance	112 00	
		7,718 55

Pergola Wall and Terrace.

Labor and materials	5,206 76

Electric Lighting.

Lamp-posts and cable: amount paid under contract	5,108 75

Foot-bridge.

Foot-bridge: labor and materials . .	2,957 28

Water Supply.

Water-pipes and labor	1,531 59

Temporary Structures.

Sanitary buildings: Amount paid under contract	$776 00		
Amounts carried forward,	$776 00	$157,380 15	$1,192,514 73

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Amounts brought forward,	$776 00	$157,380 15	$1,192,514 73
Advertising and printing contract . . .	25 65		
Labor and materials .	8 01		
		809 66	
Reservoir.			
Labor and materials		694 47	
Plans and Designs.			
Landscape architects and expenses .		592 58	
Scarboro' Pond Bridge.			
Labor	$464 56		
Shepley, Rutan, & Coolidge, for plan	113 64		
		578 20	
Scarboro' Pond.			
Labor and materials		501 28	
Overlook Shelter.			
Insurance	$280 00		
Expenses, furnishing . .	141 75		
		421 75	
Propagating House.			
Labor and materials		320 37	
Scarboro' Pond Building.			
City Architect's department, for plans .		262 50	
Schoolmaster Hill Shelter.			
City Architect's Department . .		132 61	
Settees.			
Settees and freight		120 50	
Culverts.			
Labor and materials		54 25	
Carriage Shelter.			
Labor and materials		37 74	
Amounts carried forward,		$161,906 06	$1,192,514 73

Amounts brought forward,			$161,906 06	$1,192,514 73

(*Seaver-street Improvement.*)

Grading, Surfacing, and Drainage.

Surfacing: labor and materials	$24,747 46			
Grading: amount paid under contract	30,458 75			
Broken stone: amount paid under contract	6,345 37			
Grading: labor and materials,	3,086 46			
Drainage: labor and materials	4,604 46			
Engineers and expenses	1,260 00			
Grading and clearing grounds: labor	125 06			
		70,627 56		
Plantations.				
Labor and materials		531 20		
				233,064 82

EXPENDITURES FOR BETTERMENTS.

COMMONWEALTH AVENUE.

Plans		$276 00	

JAMAICA PARK.

Plans	$166 55		
Advertising and printing	152 01		
		318 56	

ARBORWAY.

Plans	$227 24			
Advertising and printing	154 29			
		381 53		
				976 09

EXPENDITURES FOR MAINTENANCE.

COMMONWEALTH AVENUE.

Care of Grounds, Roads, and Walks.

Labor and materials	$1,343 27			
Signs and notices,	10 50			
		$1,353 77		
Amounts carried forward,		$1,353 77		$1,426,555 64

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Amounts brought forward,	$1,353 77		$1,426,555 64

Park Police.

Pay of Park keepers . .		591 25	
			$1,945 02

FENS, RIVERWAY, LEVERETT PARK, JAMAICA PARK, AND ARBORWAY.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses,	$17,895 22		
Sewer assessment,	3,341 12		
Buildings: labor and expenses .	1,555 30		
Repairs, covered channel, Muddy river and gate-house . .	102 06		
Pumping-station: labor . .	85 50		
Repairs, Stony-brook gatehouse,	21 55		
Stony-brook bridge,	53 22		
Signs and notices,	54 35		
Iron fence . .	26 16		
Live stock, fowls,	12 00		
Charlesgate bridge,	8 12		
		$23,154 60	

Park Police.

Pay of Park keepers . . .	$10,956 88		
Police equipments and supplies .	528 86		
		11,485 74	
			34,640 34

ARNOLD ARBORETUM.

Care of Roads and Walks.

Watchman, labor and expenses .	$3,854 78		
Signs and notices,	3 50		
		$3,858 28	
Amounts carried forward,		$3,858 28	$36,585 36 $1,426,555 64

Amounts brought forward,	$3,858 28	$36,585 36	$1,426,555 64	

Park Police.

Pay of Park keepers . .	3,781 55		
		7,639 83	

FRANKLIN PARK.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses,	$17,634 90			
Buildings: labor and expenses .	2,021 76			
Sheep-fold . .	2,122 41			
Signs and notices,	5 50			
		$21,784 57		

Park Police.

Pay of Park keepers . . .	$10,011 30				
Police equipments and supplies .	931 56				
		10,942 86			
			32,727 43		
				76,952 62	
					$1,503,508 26

MARINE PARK SYSTEM.

LAND, CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan, Public Parks .	$174,663 17	
Amount transferred from appropriation for Maintenance	11,860 98	
Amount transferred by City Auditor . . .	613 61	
		$187,137 76

DORCHESTERWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land . .	$1,656 21	
Expenses in trials of suits .	468 05	
		$2,124 26
Amount carried forward,		$2,124 26

Amount brought forward,		$2,124 26	

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$10,026 55		
Gutters: labor and materials,	1,194 67		
Sidewalks: labor and materials	597 58		
Drainage: labor and materials	538 44		
		12,357 24	

Filling.

Amount paid under contract . . .		10,393 39	

Clearing, Grading, Loam, and General Work.

Grading: amount paid under contract	$1,749 66		
Engineers and expenses .	502 26		
Loam: labor and materials .	221 53		
Grading: labor and materials	79 26		
Clearing grounds: labor and materials	72 33		
General work: labor and materials	8 04		
		2,633 08	

Plantations.

Labor and expenses		16 00	

Plans and Designs.

Landscape architects and expenses .		1 25	
			$27,525 22

STRANDWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land		$3,785 75	

Filling.

Filling		20,292 11	
Amounts carried forward,		$24,077 86	$27,525 22

Amounts brought forward,		$24,077 86	$27,525 22

Clearing, Grading, Loam, and General Work.

Engineers and expenses .	$902 07		
Loam: labor and materials .	515 54		
Grading: labor and materials	183 00		
Clearing grounds: labor and materials	63 72		
		1,664 33	

Culverts.

Labor and materials		60 50	

Plans and Designs.

Landscape architects and expenses .		42 07	

Plantations.

Trees . . .		18 80	
			25,863 56

MARINE PARK.

EXPENDITURES FOR CONSTRUCTION.

Filling.

Amount paid under contract,	$52,191 88		
Advertising and printing contract . .	49 75		
		$52,241 63	

Head House.

Amount paid under contract,	$28,300 00		
City Architect's department, for plans . .	1,953 81		
Advertising and printing contracts . .	134 89		
		30,388 70	
Amounts carried forward,		$82,630 33	$53,388 78

Amounts brought forward,	$82,630 33		$53,388 78

Roadways, Sidewalks, Gutters, and Drainage.

Roadway: amount paid under contract: For broken stone . .	$11,842 01	
Labor and materials . .	7,162 66	
Gutters: labor and materials .	2,344 66	
Drainage: labor and materials .	310 56	
Sidewalks: labor and materials .	89 28	
		21,749 17

Clearing, Grading, Loam, and General Work.

Loam: labor and materials .	$2,948 34	
Engineers and expenses . .	1,850 34	
Grading: labor and materials .	1,468 51	
Clearing grounds: labor and materials . .	1,231 70	
General work: labor and materials . .	731 73	
Fence: labor .	23 12	
		8,253 74

Plantations.

Labor and expenses . .		3,085 19

Electric Lighting.

Lamp-posts and cable: amount paid under contract		1,958 73

Water Supply.

Water-pipes and labor .		1,277 47
Amounts carried forward,	$118,954 63	$53,388 78

Amounts brought forward,	$118,954 63			$53,388 78
		Temporary Structures.		
Wharf . .	$999 10			
Flag-staff . .	197 85			
Boat-house . .	35 14			
		1,232 09		
		Plans and Designs.		
Landscape architects and expenses		118 52		
		Settees.		
Settees and freight . .		118 50		
			$120,423 74	
		CASTLE ISLAND.		
		Clearing, Grading, Loam, and General Work.		
Engineers and expenses . .	$201 50			
Grading: labor and materials .	16 36			
		$217 86		
		Temporary Structures.		
Fence: labor and materials .	$213 44			
Boat-house: labor and materials .	20 68			
Castle Island Bridge . .	3 70			
		237 82		
		Settees and Tent.		
Tent: labor . . .		6 24		
		Fountains.		
Labor		3 00		
			464 92	
				120,888 66
		EXPENDITURES FOR BETTERMENTS.		
		DORCHESTERWAY.		
Plans		$175 00		
Advertising and printing .		98 86		
			$273 86	
Amounts carried forward,			$273 86	$174,277 44

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Amounts brought forward,		$273 86	$174,277 44	

STRANDWAY.

Plans	$83 10			
Advertising and printing .	28 77			
		111 87		
			385 73	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses . .	$2,759 82			
Sewer assessment . .	613 61			
Buildings: labor and expenses	253 99			
Signs and notices . .	13 00			
		$3,640 42		

Park Police.

Pay of Park keepers . .	$8,641 15			
Police equipments and supplies	193 02			
		8,834 17		
			12,474 59	
				$187,137 76

CHARLESBANK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan Public Parks . .	$1,392 88	
Amount transferred from appropriation for Maintenance	13,196 39	
		$14,589 27

EXPENDITURES FOR CONSTRUCTION.

Men's Lavatory Building.

Advertising and printing contract	$128 01	
City Architect's department, for plans	353 64	
Insurance . . . . :	96 00	
		$577 65
Amount carried forward,		$577 65

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Amount brought forward,		$577 65	
Women's Lavatory Building.			
Walker & Kimball, for plans,	$169 50		
Advertising and printing contract	55 95		
Labor and materials . .	10 17		
		235 62	
Gymnasium Grounds: Grading and General Work.			
Men's gymnasium grounds: labor and materials . .	$91 85		
Grading: labor and materials,	81 96		
General work: labor and materials	17 80		
		191 11	
Plantations.			
Labor and expenses		312 41	
Plans and Designs.			
Landscape architects and expenses .		76 09	
			$1,392 88

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.				
Men's gymnasium . .	$4,280 03			
Grounds and walks . .	3,229 18			
Women's gymnasium .	2,094 84			
Signs and notices . .	2 00			
		$9,606 05		
Park Police.				
Pay of Park keepers .	$3,582 34			
Police equipments . .	8 00			
		3,590 34		
			13,196 39	
				$14,589 27

WOOD ISLAND PARK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan, Public Parks .	$59,846 42	
Amount transferred from appropriation for Maintenance	2,151 75	
		$61,998 17

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EXPENDITURES FOR CONSTRUCTION.

Grading, Loam, and General Work.

Grading: amount paid under contract	$31,306 19	
Grading: labor and materials,	1,402 61	
Engineers and expenses .	1,160 47	
General work: labor and materials	260 50	
		$34,129 77

Field House.

Amount paid under contract,	$17,467 41	
Amount paid under contract for heating . . .	745 00	
Insurance	222 00	
Labor and materials . .	207 71	
		18,642 12

Bath House.

Amount paid under contract,	$2,800 00	
Sturgis & Cabot, for plans .	140 00	
		2,940 00

Drainage.

Amount paid under contract,	$1,921 30	
Labor and materials . .	125 21	
		2,046 51

Water Supply.

Water-pipes and labor		1,872 51

Plantations.

Labor and expenses		125 67

Iron Fence and Frame.

Labor	$44 84	
Advertising contract . .	43 50	
		88 34

Plans and Designs.

Landscape architects and expenses .	1 50	
		$59,846 42
Amount carried forward,		$59,846 42

Amount brought forward,			$59,846 42	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Grounds and walks: labor .	$633 36			
Buildings: labor . . .	353 07			
Signs and notices . .	3 50			
		$989 93		

Park Police.

Pay of Park keepers		1,161 82		
			2,151 75	
				$61,998 17

CHARLESTOWN HEIGHTS.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan Public Parks .	$26,830 03	
Amount transferred from appropriation for Maintenance	1,749 13	
		$28,579 16

EXPENDITURES FOR CONSTRUCTION.

Shelter Building.

Amount paid under contract,	$20,888 63	
Walker & Kimball, architects,	639 93	
Labor and materials . .	398 73	
Amount paid under contract for heating . . .	325 00	
		$22,252 29

Clearing and Grading Grounds, Loam, and General Work.

General work: labor and materials	$760 31	
Engineers and expenses .	654 48	
Loam: labor and materials .	146 58	
Grading: labor and materials,	129 90	
Clearing grounds: labor and materials	35 99	
Sand courts	5 33	
		1,732 59
Amount carried forward,		$23,984 88

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Amount brought forward,		$23,984 88	
Plantations.			
Labor and expenses		1,159 61	
Sidewalks, Gutters, and Drainage.			
Sidewalks: labor and materials	$409 34		
Drainage: labor and materials	289 76		
		699 10	
Electric Lighting.			
Lamp-posts		334 00	
Steps.			
Labor and materials		251 50	
Settees.			
Settees and freight		237 00	
Retaining Walls.			
Retaining walls: labor and materials .		153 09	
Fountains.			
Labor and materials		10 85	
			$26,830 03

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.				
Grounds and walks: labor .	$508 44			
Buildings: labor . . .	100 13			
		$608 57		
Park Police.				
Pay of Park keepers		1,140 56		
			1,749 13	
				$28,579 16

CHARLESTOWN PLAYGROUND.

LAND, CONSTRUCTION AND MAINTENANCE.

Amount transferred from appropriation for Public Parks, Charlestown	$101,661 96	
Amount transferred from loan Public Parks . .	25,014 36	
Amount transferred from appropriation for Maintenance	92 45	
		$126,768 77

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EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land . . .		$125,030 29	

Clearing and Grading, Grounds, and General Work.

Grading: labor and materials	$1,541 25		
General work: labor and materials	23 75		
Clearing grounds: labor and materials	15 97		
		1,580 97	

Plantations.

Labor and expenses		63 06	

Walks and Drainage.

Walks: labor		2 00	
			$126,676 32

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Grounds and walks: labor . . .		$80 45	
Buildings		12 00	
		92 45	
			$126,768 77

DORCHESTER PARK.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan Public Parks .	$1,588 32	
Amount transferred from appropriation for Maintenance	190 00	
		$1,778 32

EXPENDITURES FOR LAND.

Expenses in trials of suits . . .	$100 00	

EXPENDITURES FOR CONSTRUCTION.

Temporary Structures.

Amount paid under contract for Sanitary Buildings .	$756 00	
Advertising and printing contract	18 95	
	774 95	
Amount carried forward,	$874 95	

Amount brought forward,		$874 95	

Clearing and Grading Grounds.

Clearing grounds		12 89	

Plans and Designs.

C. F. Baxter, surveying .	$695 00		
Landscape architects and expenses	5 48		
		700 48	
			$1,588 32

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Grounds and walks: labor . . .		$32 00		

Park Police.

Pay of Park keepers		158 00		
			190 00	
				$1,778 32

FRANKLIN FIELD.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan Public Parks . .	$89,817 64	
Amount transferred from appropriation for Maintenance	784 49	
		$90,602 13

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land . .	$71,092 09	
Expenses in trials of suits .	300 00	
		$71,392 09

Clearing, Grading, Drainage, and General Work.

Grading: labor and materials	$6,728 48	
Clearing grounds: labor and materials	1,797 86	
Drainage: labor and materials	911 27	
Engineers and expenses .	153 83	
		9,591 44
Amount carried forward,		$80,983 53

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Amount brought forward,	$80,983 53		
Plantations.			
Labor and expenses	8,504 37		
Plans and Designs.			
Landscape architects and expenses .	5 35		
		$89,493 25	
EXPENDITURES FOR BETTERMENTS.			
Plans.	$263 00		
Advertising and printing . . .	61 39		
		324 39	
EXPENDITURES FOR MAINTENANCE.			
Care of Grounds, Walks, and Buildings.			
Grounds and walks: labor . . .	$17 86		
Park Police.			
Pay of Park keepers	766 63		
		784 49	
			$90,602 13

PUBLIC PARK, NORTH END.

LAND AND CONSTRUCTION.

From Appropriation for Public Park, North End . . .			$199,563 44
EXPENDITURES FOR LAND AND CONSTRUCTION.			
Land.			
Amount paid for land . . .	$194,246 74		
Surveying and expenses . . .	160 90		
		$194,407 64	
Clearing, Grading, and General Work.			
Clearing grounds: amount paid under contract .	$3,400 00		
Advertising and printing contract,	37 80		
	$3,437 80		
Amounts carried forward,	$3,437 80	$194,407 64	

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Amounts brought forward,	$3,437 80		$194,407 64	
General work: labor and materials	880 65			
Engineers and expenses	384 62			
Fence: labor and materials	154 87			
		$4,857 94		
Plans and Designs.				
Landscape architects and expenses		239 77		
Sidewalks, Gutters, and Drainage.				
Sidewalks: labor and materials		58 09		
			5,155 80	
				$199,563 44

PLAYSTEAD, NORTH BRIGHTON.

LAND ACCOUNT.

From Appropriation for Playstead, North Brighton		$21,114 83

EXPENDITURES.

Amount paid for land	$21,000 00	
Surveying	114 83	
		$21,114 83

DEPARTMENT EXPENSES.

Amount transferred from appropriation for Maintenance		$8,307 19

GENERAL ACCOUNT.

Salary of Secretary and Clerk	$3,000 00	
Clerical service at office	1,800 00	
Telephone, messenger service, and incidental expenses	1,263 30	
Printing annual report, etc.	1,199 42	
Photographs of park system	277 50	
Expense of visit of City Council to Park system	225 25	
Plans and designs	177 49	
Stationery	120 12	
Office furniture	107 40	
World's Fair exhibit	78 71	
Carriage-hire	58 00	
		$8,307 19

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APPROPRIATION FOR MAINTENANCE.

Appropriation for the financial year 1894–5	$100,000 00	
Amount transferred by order of City Council, May 10, 1894	7,000 00	
Amount transferred by order of City Council, June 11, 1894	5,000 00	
Amount transferred by City Auditor	3,898 61	
		$115,898 61

Expenditures.

Fens, Riverway, Leverett Park, Jamaica Park, and Arborway	$34,640 34	
Franklin Park	32,727 43	
Charlesbank	13,196 39	
Marine Park System	12,474 59	
Park Department	8,307 19	
Arnold Arboretum	7,639 83	
Wood Island Park	2,151 75	
Commonwealth Avenue	1,945 02	
Charlestown Heights	1,749 13	
Franklin Field	784 49	
Dorchester Park	190 00	
Charlestown Playground	92 45	
		$115,898 61

INCOME.

Receipts.

Received from premium on loans	$302,615 00	
Received from rents and sale of buildings, wool, sheep, grass, and wood	5,854 96	
		$308,469 96

Payments.

Premium on loan paid into Public Park Sinking-Fund	302,615 00	
Income carried to General City Income	5,854 96	
		$308,469 96

APPROPRIATION FOR PUBLIC PARKS, CHARLESTOWN.

Balance unexpended January 31, 1894	$101,661 96

Expenditures.

Paid on account of Charlestown Playground	$101,661 96

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APPROPRIATION FOR PUBLIC PARK, NORTH END.

*Public Park Loan, Wards 6 and 7, issued 1894–95 . .		$200,000 00
Expenditures.		
Paid on account of Public Park, North End .	$199,563 44	
Balance unexpended January 31, 1895 . .	436 56	
		$200,000 00

APPROPRIATION FOR PLAYSTEAD, NORTH BRIGHTON.

Amount of appropriation authorized by City Council, July 10, 1893		$25,000 00
Expenditures.		
Paid on account of Playstead, North Brighton .	$21,114 83	
Balance unexpended January 31, 1895 . .	3,885 17	
		$25,000 00

APPROPRIATION FOR PUBLIC PARKS

Public Park Loan, issued in October, 1894	$1,500,000 00	
Public Park Loan, issued in January, 1895	1,000,000 00	
Balance unexpended January 31, 1894 . .	24,584 84	
Crushed stone appropriation for street improvements	50,000 00	
		$2,574,584 84
Expenditures.		
Commonwealth Avenue	$85,356 01	
Fens	37,898 80	
Riverway	201,484 54	
Leverett Park	263,449 36	
Jamaica Park	389,016 79	
Arborway	204,976 65	
Arnold Arboretum	6,081 02	
West Roxbury Parkway	4,251 56	
Franklin Park	233,064 82	
Dorchesterway	27,525 22	
Strandway	25,863 56	
Amount carried forward,	$1,478,968 33	

* Chapter 282, Acts of 1893, authorizes the taking of lands of an assessed value not exceeding $300,000, and the issue of bonds to an amount necessary to pay for such lands, and a further amount not exceeding $50,000, to be used to meet the expense of preparing said lands for public use.

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Amount brought forward,	$1,478,968 33	
Marine Park	120,888 66	
Charlesbank	1,392 88	
Wood Island Park	59,846 42	
Charlestown Heights	26,830 03	
Charlestown Playground	25,014 36	
Dorchester Park	1,588 32	
Franklin Field	89,493 25	
Betterment expenses	1,686 21	
Balance unexpended January 31, 1895	768,876 38	
		$2,574,584 84

II.

Summary of Expenditures on Account of Land, Construction, and Betterments for the Financial Year, 1894–95.

LAND.

Main Park System:			
Fens	$15,490 00		
Riverway	84,211 42		
Leverett Park	109,365 95		
Jamaica Park	294,420 08		
Arborway	93,046 01		
Arnold Arboretum	266 15		
West Roxbury Parkway	3,561 75		
Franklin Park	10,673 74		
		$611,035 10	
Marine Park System:			
Dorchesterway	$2,124 26		
Strandway	3,785 75		
		5,910 01	
Dorchester Park		100 00	
Franklin Field		71,392 09	
Charlestown Playground		125,030 29	
Public Park, North End		194,407 64	
Playstead, No. Brighton		21,114 83	
			$1,028,989 96

CONSTRUCTION.

Main Park System:		
Commonwealth Avenue	$85,356 01	
Fens	22,408 80	
Amount carried forward,	$107,764 81	

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Amount brought forward,	$107,764 81		
Riverway	117,273 12		
Leverett Park	154,083 41		
Jamaica Park	94,596 71		
Arborway	111,930 64		
Arnold Arboretum	5,814 87		
West Roxbury Parkway	689 81		
Franklin Park	222,391 08		
		$814,544 45	
Marine Park System:			
Dorchesterway	$25,400 96		
Strandway	22,077 81		
Marine Park	120,888 66		
		168,367 43	
Charlesbank		1,392 88	
Wood Island Park		59,846 42	
Charlestown Heights		26,830 03	
Charlestown Playground		1,646 03	
Dorchester Park		1,488 32	
Franklin Field		18,101 16	
Public Park, North End		5,155 80	
			1,097,372 52
BETTERMENTS.			
Commonwealth Avenue		$276 00	
Jamaica Park		318 56	
Arborway		381 53	
Dorchesterway		273 86	
Strandway		111 87	
Franklin Field		324 39	
			1,686 21
			$2,128,048 69

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III.

Summary of Expenditures on Account of Park Construction from the Organization of the Board, October 8, 1875, to January 31, 1895.

MAIN PARK SYSTEM.

COMMONWEALTH AVENUE.

Roadways, sidewalks, gutters, drainage, and general work	$79,253 55	
Electric lighting	5,674 00	
Plantations	8,047 63	
Plans and designs	22 00	
		$92,997 18

FENS.

Filling	$576,811 15	
Excavating, grading, loam, and general work	533,983 35	
Roadways, sidewalks, gutters, and drainage	347,731 52	
Retaining-walls, curb, and fence	118,177 77	
Boylston bridge	92,011 43	
Plantations	69,788 69	
Charlesgate bridge	56,675 79	
Agassiz bridge	52,013 50	
Stony-brook bridge	40,007 11	
Railroad bridge	39,995 04	
Fen bridge	27,619 81	
Plans, designs, and superintendence	27,174 23	
Office and general expenses	14,114 92	
Machinery, tools, etc.	13,797 11	
Electric lighting	6,887 23	
Surveying	5,472 16	
Stony-brook channel and gatehouse	1,976 28	
Water supply, settees, and live-stock	1,417 48	
		2,025,654 57

RIVERWAY.

Excavating, grading, loam, and general work	$176,102 78	
Filling	104,143 90	
Roadways, sidewalks, gutters, and drainage	80,122 58	
Audubon bridge	39,654 27	
Amounts carried forward,	$400,023 53	$2,118,651 75

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Amounts brought forward,	$400,023 53	$2,118,651 75
Bridle-path bridge	32,929 09	
Administration building	25,839 57	
Foot-bridges and culverts	14,329 67	
Tremont-street bridge	13,273 53	
Plantations	9,581 53	
Brookline-avenue bridge	8,936 82	
Bellevue-street bridge	8,163 96	
Surveys, plans, designs, and superintendence	5,210 41	
Retaining-wall	4,830 57	
Shelter	4,513 65	
Electric lighting	2,734 57	
Water supply and settees	1,736 31	
Machinery, tools, etc.	468 75	
Gatehouse	58 30	
		532,630 26

LEVERETT PARK.

Excavating, clearing, grading, loam, and general work	$174,122 74	
Roadways, sidewalks, gutters, and drainage	68,921 01	
Retaining-walls, steps, and culverts	34,177 65	
Leverett-pond bridge	9,757 46	
Plantations	9,412 88	
Foot-bridges and culverts	6,368 46	
Plans and designs	5,179 48	
Electric lighting	4,497 81	
Machinery, tools, etc.	3,049 75	
Water supply and settees	1,005 76	
Filling	15 75	
		316,508 75

JAMAICA PARK.

Clearing and grading grounds, loam, and general work	$50,496 12	
Roadways, sidewalks, gutters, and drainage	37,231 52	
Retaining-walls and steps	13,332 68	
Water supply and settees	5,963 19	
Plantations	3,641 15	
Surveys, plans, designs, and superintendence	2,916 19	
Machinery, tools, etc.	1,968 75	
Electric lighting	1,622 50	
Pine Bank Refectory	294 56	
		117,466 66
Amount carried forward,		$3,085,257 42

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Amount brought forward,		$3,085,257 42
ARBORWAY.		
Roadways, sidewalks, gutters, and drainage	$82,379 08	
Clearing and grading grounds, loam, and general work	68,474 14	
Culverts	5,489 53	
Water supply and settees	4,899 16	
Stony-brook bridge	4,432 93	
Electric lighting	3,028 00	
Filling	2,819 16	
Machinery, tools, etc.	1,968 75	
Plantations	176 78	
Plans and designs	94 22	
		173,761 75
ARNOLD ARBORETUM.		
Roadways, sidewalks, gutters, and drainage	$220,866 72	
Boundary walls and gateways	4,358 02	
Plans, designs, and superintendence	1,396 22	
Plantations	713 41	
Settees	129 64	
Surveying	100 00	
		227,564 01
WEST ROXBURY PARKWAY.		
Clearing and grading ground, loam, and general work	$638 55	
Plans, designs, and superintendence	51 26	
		689 81
FRANKLIN PARK.		
Roadways, sidewalks, and gutters	$636,395 42	
Clearing and grading grounds, drainage, and general work	424,476 23	
Plantations	94,259 33	
Seaver-street improvement	75,796 64	
Shelter and Overlook	60,561 54	
Forest Hills bridge	42,418 77	
Scarboro' Pond	40,943 11	
Park wall and gateways	30,672 86	
Arbor, Schoolmaster's hill	28,299 90	
Scarboro' Pond bridges	26,561 58	
Plans, designs, and superintendence	24,550 59	
Refectory building	20,959 31	
Amounts carried forward,	$1,505,895 28	$3,487,272 99

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Amounts brought forward,	$1,505,895 28	$3,487,272 99
Ellicott arch	16,732 21	
Ellicott House	14,411 25	
Ellicottdale	12,542 94	
Structures	11,334 90	
Machinery, tools, etc.	11,145 38	
Playstead and flag-staff	10,399 76	
Water supply, fountains, and settees	10,281 06	
Propagating house	8,205 55	
Pergola wall and terrace	5,206 76	
Electric lighting	5,108 75	
Terrace wall	3,956 05	
Concourse, Scarboro' hill	3,569 80	
Culverts	3,129 34	
Carriage shelter	2,613 81	
Reservoir	694 47	
		1,625,227 31

MARINE PARK SYSTEM.

DORCHESTERWAY.

Filling	$19,391 38	
Roadways, sidewalks, gutters, and drainage	15,780 95	
Grading, loam, and general work	7,923 87	
Plans, designs, and superintendence	1,313 04	
Culverts	653 00	
Plantations	102 90	
		45,165 14

STRANDWAY.

Filling	$20,292 11	
Clearing, grading, loam, and general work	1,693 58	
Plans, designs, and superintendence	70 01	
Culverts	60 50	
Plantations	18 80	
		22,135 00

MARINE PARK.

Filling, grading, loam, and general work	$500,790 27	
Iron pier and rail	175,571 99	
Pierhead	67,232 97	
Structures, temporary pier, and gas-lights	43,796 44	
Roadways, sidewalks, gutters, and drainage	37,920 52	
Head-house	30,388 70	
Bulkhead	4,996 00	
Amounts carried forward,	$860,696 89	$5,179,800 44

Amounts brought forward,	$860,696 89	$5,179,800 44
Plans, designs, and superintendence . . .	3,789 49	
Plantations	3,098 19	
Electric lighting	2,453 04	
Water supply, settees, and fence . . .	1,988 04	
		872,025 65

CASTLE ISLAND.

Temporary buildings and structures . . .	$24,973 98	
Clearing and grading grounds	3,433 57	
Water supply, settees, and tent	2,002 98	
Plantations	1,407 65	
Plans, designs, and superintendence . . .	52 92	
		31,871 10

CHARLESBANK.

Sea-wall and filling	$176,353 90	
Gymnasium grounds, filling, loam, and general work	51,914 37	
Plantations	12,032 91	
Walks and drainage	11,054 66	
Men's gymnasium building	10,492 83	
Women's gymnasium building and children's shelter	9,269 91	
Iron rail, fence, and gas-lights	8,367 29	
Plans, designs, and superintendence . . .	2,076 27	
Water supply	589 98	
Machinery, tools, etc.	56 00	
		282,208 12

WOOD ISLAND PARK.

Grading, loam, and general work . . .	$89,930 88	
Neptune bridge	32,320 63	
Filling	29,852 82	
Field-house	19,132 62	
Plantations	5,274 62	
Drainage	5,515 44	
Bath-house	3,105 13	
Water supply	1,872 51	
Plans, designs, and superintendence . . .	1,488 03	
Culverts	425 00	
Iron fence	88 34	
		189,006 02
Amount carried forward,		$6,554,911 33

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Amount brought forward,		$6,554,911 33

CHARLESTOWN HEIGHTS.

Grading, loam, and general work	$26,899 91	
Shelter building	26,438 16	
Retaining-wall	13,922 14	
Sidewalks, gutters, and drainage	8,129 64	
Plantations	6,780 63	
Steps	3,971 42	
Plans, designs, and superintendence	1,330 59	
Electric lighting	334 00	
Water supply, settees, and fountains	300 86	
		88,107 35

CHARLESTOWN PLAYGROUND.

Grading, loam, and general work	$5,218 75	
Plantations	367 17	
Plans, designs, and superintendence	126 56	
Walks and drainage	8 00	
		5,720 48

DORCHESTER PARK.

Clearing and grading grounds	$1,313 94	
Temporary structures	774 95	
Plans, designs, and superintendence	700 48	
		2,789 37

FRANKLIN FIELD.

Clearing and grading grounds	$27,527 48	
Drainage	25,778 77	
Plantations	10,468 37	
Plans, designs, and superintendence	105 31	
		63,879 93

PUBLIC PARK, NORTH END.

Clearing grounds and general work	$4,857 94	
Plans, designs, and superintendence	239 77	
Sidewalks	58 09	
		5,155 80

SUNDRY ACCOUNTS.

General Account	$73,987 50	
Park Nursery	29,947 07	
		103,934 57
		$6,824,498 83

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IV.

Summary of Expenditures on Account of Public Park Land, Construction, and Betterments from the Organization of the Board, October 8, 1875, to January 31, 1895.

LAND.

Main Park System:			
Fens	$596,254 49		
Riverway	452,457 53		
Leverett Park	259,016 17		
Jamaica Park	645,862 69		
Arborway	131,507 08		
Arnold Arboretum	74,043 38		
West Roxbury Parkway	3,561 75		
Franklin Park	1,551,196 63		
		$3,713,899 72	
Marine Park System:			
Dorchesterway	$59,887 89		
Strandway	356,830 97		
Marine Park	232,972 57		
		649,691 43	
Charlesbank		373,916 99	
Wood Island Park		132,800 00	
Charlestown Heights		50,538 02	
Charlestown Playground		172,923 31	
Dorchester Park		31,401 13	
Franklin Field		127,812 36	
Public Park, North End		194,407 64	
Playstead, North Brighton		21,114 83	
Sundry surveys		2,919 19	
			$5,471,424 62

CONSTRUCTION.

Main Park System:			
Commonwealth Avenue	$92,997 18		
Fens	2,025,654 57		
Riverway	532,630 26		
Leverett Park	316,508 75		
Jamaica Park	117,466 66		
Arborway	173,761 75		
Arnold Arboretum	227,564 01		
Amounts carried forward,	$3,486,583 18		$5,471,424 62

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Amounts brought forward,	$3,486,583 18		$5,471,424 62
West Roxbury Parkway .	689 81		
Franklin Park . . .	1,625,227 31		
		$5,112,500 30	
Marine Park System:			
Dorchesterway . . .	$45,165 14		
Strandway	22,135 00		
Marine Park . . .	872,025 65		
Castle Island . . .	31,871 10		
		971,196 89	
Charlesbank		282,208 12	
Wood Island Park		189,006 02	
Charlestown Heights		88,107 35	
Charlestown Playground		5,720 48	
Dorchester Park		2,789 37	
Franklin Field		63,879 93	
Public Park, North End		5,155 80	
General Account		73,987 50	
Park Nursery		29,947 07	
			6,824,498 83
BETTERMENTS.			
Betterment expenses			13,356 10
			$12,309,279 55

PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEBRUARY 1, 1895.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts.	Collected.	Outstand'g February 1, 1895.
Public Park, Back Bay . .	$434,600 00	$143,126 73	$291,473 27	$290,404 27	$1,069 00
Marine Park	23,543 00	12,616 80	10,926 20	10,926 20	. . . . .
Franklin Park	135,029 00	122,000 66	13,028 34	13,028 34	. . . . .
Parkway, Old Harbor . . .	60,789 00	49,086 80	11,702 20	8,107 20	3,595 00
Parkway, Muddy River . .	108,972 00	74,775 00	34,197 00	21,559 00	12,638 00
Parkway, West Roxbury . .	154,107 00	43,506 00	110,601 00	2,199 00	108,402 00
Parkway, Dorchester . . .	9,713 00	463 00	9,250 00	1,281 00	7,969 00
Totals	$926,753 00	$445,574 99	$481,178 01	$347,505 01	$133,673 00

PUBLIC PARK DEBT.

Liabilities.

Total loan outstanding, January 31, 1895	$10,849,000 00

Resources.

Resources of Sinking Fund, January 31, 1895 . . .	1,855,272 92
Net debt, January 31, 1895	$8,993,727 08

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Park Construction.

The following is a summary of the work done on the public parks during the year, a more detailed description of which will be found in the City Engineer's report in the Appendix:

The Fens.

Tremont entrance has been finished, and the stone-crusher and temporary buildings which were used during the progress of the work have been removed. A short section of the shore path leading from this entrance to Fen bridge has also been completed, and considerable work of a miscellaneous character has been done in connection with the finishing of the work referred to.

A foundation for the John Boyle O'Reilly statue was built on the site selected between Boylston road and the Fenway. This location was chosen by the landscape architects, and Daniel C. French and C. Howard Walker, the designers of the memorial.

Lamp-posts for forty-five electric lights have been erected in the Fens, and incandescent lamps have been placed under the arches of Stony-brook bridge, the connecting wires being carried underground by cables drawn through wrought-iron pipes. The lighting of the Fens enabled the department to keep the drives, rides, and walks open at night, which had become necessary on account of the occupancy of several new houses on the Fenway, and the completion of the parkways beyond the Fens.

Two additional houses were built fronting the Fens during the year, and arrangements for further building are in progress. The extension of Boylston street from the Fens to Brookline avenue, and the filling of the adjoining marshes now in progress, should have a tendency to increase the de-

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THE FENS — STONY BROOK BRIDGE.

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mand for building-lots and the erection of dwellings on the desirable frontage of the Fens.

The Board, recognizing that the rapid growth of the city westward would eventually demand street-railway communication between the two sides of the Parkway at the Fens, and that it would be a very great danger to human life to permit electric cars to traverse Boylston road through the Fens in the immediate neighborhood of the steam railroad, negotiations were begun for securing a right of way from Charlesgate west, through private lands adjoining the railroad, to a street leading to Boylston street, to enable the electric cars to pass under the main entrance to the Fens, rather than across its surface. As a result of these negotiations, the Board secured an easement in a part of the route and the fee of the remainder for street-railway purposes, which can be utilized whenever the railway company desires to avail itself of the opportunity to build this extension, it having been ascertained that the cost of constructing such a way would not be an unreasonable burden on the railway company.

Riverway.

The plantations have been finished, except those around the Administration building and the Bridle-path bridge. The latter has been completed, and the walks throughout the Riverway, excepting the boundary walk, have been graded and surfaced.

The filling of Audubon road and the building of the bridge over the railroad leading to Beacon street have been completed, and all that remains to be done in this section of the parkway is the surfacing of Audubon road and the boundary walk, the building of a wall and steps at the Administration building, the planting of the adjoining grounds, and the erection of a tool-house on the river bank near Tremont street.

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A circular stone structure for shelter and tool-house purposes, from plans by Shepley, Rutan, & Coolidge, has been built on the bank near the foot-bridges which carry the walk, leading from Berner street, over the ride and river to the Brookline side. It is expected that this walk will be continued by the town over the railroad by a bridge to Chapel street near the Longwood station. The water in the river was raised to its high level early in the summer, giving the Riverway an attractive appearance which will yearly improve with the growth of the young plantations along its banks.

A new bridge to displace the unsightly wooden one at Longwood avenue is very much needed, and as Brookline will share the expense, arrangements should be made with the town authorities to join in the building of a permanent stone structure at an early day. A preliminary sketch for a bridge has been prepared by Shepley, Rutan, & Coolidge, the estimated cost of which, in rock-faced ashlar with the soffits of the arches in brick, is $153,000. The proportion of cost to be borne by the city will not exceed $75,000.

Leverett Park.

The work on this park has progressed rapidly, with the aid of a considerable force from the Street Department. The ledge on the eastern border was removed, and the stone was used on the driveways and walks, and for building walls and culverts. The drive was finished from Tremont street to Perkins street, and opened for travel in the fall. The ride and walks were also completed, and retaining-walls, steps, and culverts have been built where needed.

Perkins and Chestnut streets, on the southerly border of the park, have been cut down to modify the steep grade which formerly existed near the junction of these streets. This change of grade and the widening of the roads involved the building of retaining-walls and the lowering of the

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RIVERWAY — SKETCH FOR LONGWOOD BRIDGE.

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water and gas pipes, which consumed a great deal of time, and required the closing of the streets for a considerable part of the summer. The work, which included the building of stairways, is completed, with the exception of some coping and pointing of the retaining and parapet walls.

A stone bridge over the entrance to a cove on the easterly side of Leverett pond was built under contract, and the adjoining grounds were graded and prepared for planting, which will be done in the spring.

The only extensive works required to finish this park are the plantations and boundary walks. Several small structures for shelter purposes, as provided in the plans, will also be needed.

The practical completion of this park opens to use a most varied and attractive pleasure-resort, with the scenery of a sloping valley rising gradually from the lake at its lower end to a considerable eminence at its head, with numerous smaller ponds compassed with verdant banks and woodsides, among which wind the paths, ending in the sylvan seclusion of Ward's pond, which nestles in a deep depression between the wooded knoll and the high ridge of Perkins street.

Jamaica Park.

The drive, ride, and walk from Perkins to Prince street along the easterly boundary of the park were finished and opened to travel during the summer. Adjoining the pond the driveway follows the course of old Pond street, widened about twenty-five feet, while the ride and walk are carried nearer the pond by an esplanade along the shore, which is protected on the waterside by a stone wall laid on a slope. This wall will be surmounted by a railing upon which vines will be trained, which will also screen the wall. The site of the ice-houses at the southerly end of the pond, near Eliot street, has been excavated to fill the

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Arborway and to extend the water surface, forming at high water two land-locked coves of shallow flowage, with steep sloping banks protected by low walls. The abandonment of the project for open-air bathing at these coves, as contemplated in the original plan, leaves the question of the use which will be made of them still in abeyance. Action on a petition of Dr. H. P. Bowditch and others for a high-grade swimming-school at Jamaica pond has also been postponed until the plans for constructing the park are further developed. For the same reason no action has been taken on the plans for a boating and skating pavilion, at the approach to the pond from Pond street, prepared by the City Architect. A temporary landing will, however, be provided here for the boat service. The margin of the pond has been filled in for about twenty feet in width along the Pine Bank and Perkins-street shores to provide a promenade on the water side, the abrupt bank making it impracticable to secure a path of sufficient width between the bank and the original shore. The filling of this narrow strip will not appreciably diminish the water area, or affect the sylvan aspect of the pond at the high-water level which will be maintained in the future. There will, moreover, be a distinct gain in appearance over the customary low-water level which has prevailed in summer since the pond has been used as a source of water supply. On the westerly side of the pond the present verdure-clad banks will remain untouched at the water's edge, the contour of the ground permitting the paths to be carried inside the shore line.

By the terms of the settlement with the Jamaica Pond Ice Company the ice business terminated with the season of 1894, and the buildings are in process of removal. The dwellings and stable on the Parkman estate have been removed, and a plan has been started for the erection of a

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THE FENS — COVE ON EASTERLY SIDE.

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memorial to Mr. Parkman on this site, a committee in charge of the matter having applied to the Board for a formal approval of the scheme. The Board also received a communication from the St. Botolph Club, stating that it was the unanimous wish of the members that some steps might be taken looking to the preservation of Mr. Parkman's garden as the most fitting memorial of Mr. Parkman. The Board replied that it would deem it a very felicitous result if some memorial to Mr. Parkman, to be approved by the Board and the Art Commission, should be erected on the Parkman estate, the grounds of which would be so treated that the whole should form a memorial of him.

The buildings at Pine Bank and on the Morse place have been retained for such uses for shelter and refreshment purposes as they can be made to serve. A bronze fountain, by Anne Whitney, has been donated to the city, to be placed on the terrace at the Pine Bank House, the fountain having been approved for this site by the Art Commission.

Arborway.

The grading of the Arborway has been substantially finished, excepting the section between South and Washington streets at the crossing of the Providence division of the New York, New Haven & Hartford Railroad, where the railroad will be carried over the parkway and Morton street on five stone arches. The drive and ride, except for the above distance, have been surfaced and opened to travel, and some work has been done on the surfacing of the walks at the Centre-street entrance of the Arboretum. All the drains and catch-basins, except on the traffic road adjoining the Arboretum, have been built, and a culvert for the brook coming from the Arboretum has been constructed across the Arborway. The surfacing of the traffic roads and the

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interior and boundary walks, together with the tree-planting, will complete the Arborway.

Arnold Arboretum.

The eastern border of the Arboretum has been graded as a necessary part of the work of grading the Arborway, and an arrangement was made with Harvard College for the grading of the easterly part of the Bussey Institution grounds and the construction of an entrance to said grounds, in consideration of the large amount of surplus material which would thus be obtained for use on the Arborway and in other places.

The additional land acquired on Centre and Walter streets has been cleared up and graded, and a wall is being built on the street boundary. An arrangement will be made with Harvard College for the planting and care of this land, together with the lands near the Centre-street entrance and on Bussey hill that were reserved from the original lease, by including them in the lease which will be made in connection with the proposed addition to the Arboretum of the Bussey land on Peters' hill, belonging to the college.

Topographical surveys and a plan of this land have been made.

Extension of the Arboretum.

The Board received a proposition from the director of the Arnold Arboretum in behalf of Harvard College, for the addition to the Arboretum of a large area of the college land on Peters' hill, as shown on the map accompanying this report, and on similar terms to those under which the Arboretum was originally laid out, namely: that the city take the land and lease back to the college, for the purposes of the Arboretum, so much of it as is not required for use as driveways and walks, a quarry reservation, and a traffic road; the

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college to establish and maintain the plantations of the Arboretum, including a collection of trees and shrubs, suitably classified and labelled, adapted to the advancement of the science of botany and arboriculture and the instruction of the public; the city to build the driveways shown on the plan within five years, and to finish within two years the driveway running through the valley from Walter street to South street, and to maintain them free of all charge and expense to the college; the city to provide and maintain a suitable police force for the preservation of order and good conduct, and the observation of the rules and regulations established for the use of the grounds by the public, and to maintain boundary fences where necessary; the Arboretum to be open at all reasonable times to the inspection of the public, with only such limitations, commonly adopted in well-kept public grounds, as may be found necessary to prevent injury to the trees and plants.

The project receiving the approval of the Board, a bill was introduced, and is now pending in the Legislature, to enable the city and college to carry out the plan. No estimate has been made of the probable cost of building the driveways, but it is believed that a comparatively small annual expenditure will enable the Board to complete the roads, fit for use, within the time named. The quarry reservation will be a valuable acquisition to the city, from the material which it will furnish for the repairing of the park driveways, the supply of stone being large and of the best quality.

Franklin Park.

The bridge to carry the Forest Hills entrance over the traffic road leading from Forest Hills street to the cemetery has been built, and the grading of the entrance and traffic road is now in progress. This work will be finished in the

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spring, thus making the connection of the Arborway with the drives of Franklin Park complete.

Seaver street has been reconstructed along the northeasterly boundary of the park, making a broad road of easy grades into which Columbus avenue now enters at Walnut street. This improvement will add very much to the facility with which the park is approached from the city, thus ensuring a larger use of the park for pleasure and recreation.

Ellicott House, at the entrance to the playgrounds of Ellicottdale, has been completed, and will be opened to the public this season. Toilet, bath, dressing, and check rooms are provided for use in connection with the tennis courts to be laid out at Ellicottdale. It is expected that a branch of the electric railroad will be extended from Washington street through Williams street to a point near Ellicott House and thence through Forest Hills street and the new traffic road to Forest Hills cemetery, thence by way of Morton street to Washington street near the Forest Hills station. This loop will bring passengers to the gates of the park on its western border, where are situated its most picturesque picnic grounds and rambles, and the new playground, and will, when constructed, be a great convenience to visitors.

A refectory is being built on the hill near the junction of Blue Hill avenue and Glen lane, where the old Gleason house formerly stood. The plans provide for a brick and terra-cotta structure, one hundred and twenty-one feet long by sixty-nine feet wide, containing on the ground level a large restaurant, private dining room, service rooms, toilet rooms, and staircases leading to a roof garden which forms in effect a second story having pavilions twenty-one feet square upon each corner, containing stairs, serving and toilet rooms. These pavilions are connected by covered galleries on three sides, the remainder of the space being open to the

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sky. A basement story under the entire area contains the general kitchen, pastry kitchen, service room, ice room, cold room, cold pantry, refrigerator room, toilet rooms for employees, and storage room, access to which is had through a covered passage under the terrace which runs along the front of the main building. In a sub-basement at the easterly end of the building are boiler rooms, coal rooms, and laundry, access to which is had through the story above and from a large sunken yard. On a level with the main or restaurant floor is the pergola, which extends across the west end and along the southerly side, varying in width from twenty-eight to fifty feet. This is paved with brick and has a trellised roof supported by open groups of wooden columns. In the centre of each group provision is made for vines, which, taking root in the soil below, will twine around the columns and spread themselves out over the latticed roof above. The pergola wall has been built by the department force up to the floor level, the parapet being included in the contract for the building. It is not expected that the refectory will be completed for use this season.

The water-shed of Franklin Park being insufficient to keep the ponds full during the dry season, some provision to supplement the natural water supply became necessary. It was thereupon determined to utilize the plant of the Jamaica Pond Aqueduct Corporation for this purpose, and to lay an eight-inch pipe from the pumping-station through Chestnut and Perkins streets and the Parkway to a reservoir on Hagborne hill in Franklin Park. This pipe has been laid for the greater part of the distance, with stand-pipes at convenient intervals for road-sprinkling purposes, and the reservoir is now being constructed. This will ensure an adequate water supply, and will enable the Board to complete the ponds, which will add very materially to the landscape of Franklin Park.

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A collection of fancy pigeons, including archangels, blondinettes, English owls, fantails, tumblers, magpies, nuns, and turbits, from the estate of the late Edmund Quincy at Isle au Haute, was presented to the department by Dr. H. P. Quincy, and are domiciled at the propagating house in the Nursery at the southerly end of the park, in charge of W. E. Fischer. They now number two hundred and twenty-five, and are a source of much attraction to visitors. A flock of about two hundred sheep also attract considerable notice and are a popular feature of the park, the herding of the sheep by the shepherd dogs being an interesting sight.

The Main Park System.

By the practical completion of the Parkway the department has now provided the public a continuous drive all the way on park land from the Common and Public Garden to Franklin Park, a distance of about seven miles, except in the short interval between South and Washington streets where the delay is due to the raising of the railroad tracks. When this small stretch is finished there will be no interruption in the entire length of parkway drives of eleven miles, which, added to the seven miles of drives in Franklin Park and the two miles in the Arboretum, make a total length of twenty miles of driveways completed and thrown open to the public.

Arrangements were made with the Superintendent of Lamps under which this department supplied the lamp-posts and underground cable for 171 electric arc lights on the Parkway extending from the Common to Franklin Park, and 35 lights on Seaver street and around the Playstead. The lamps are maintained by the Lamp Department, and since they have been in operation the Parkway has become a pleasant drive at night.

To ascertain the extent to which the park system was being used for driving, riding, and cycling, the first season it was

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FRANKLIN PARK.—PART OF ELLICOTTDALE.

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opened, a count was made of each of the three classes of pleasure travel on the afternoon of October 28, between the hours of one and seven, with the following result:

	Carriages.	Bicycles.	Saddle horses.	Largest number of carriages in one hour.
The Fens and Riverway.....	3,479	1,283	86	1,208
Riverway and Leverett Park ..	3,114	1,261	129	1,004
Jamaicaway, at Perkins street,	4,173	1,148	76	1,875
Jamaica Park	2,986	1,420	73	1,202
Arborway	3,434	1,160	48	1,400
Franklin Park, at Ellicott street,	2,280	645	19	950
Franklin Park, at Valley Gate.	3,246	1,723	32	925

The Board cannot but feel gratified at the extent to which the public is making use of the parks, and it ought not to be a difficult matter to secure the funds necessary to finish the remaining features of the system, now so nearly completed, which will add much to the pleasure-giving results already so apparent.

Franklin Field.

The meadow which had been underdrained and plowed was levelled off and cultivated during the summer, and sowed to grass in the fall. It was flooded at the beginning of winter, and has been much frequented for skating when the ice was in fair condition. The shallow water makes it an ideal place for this sport, and the Board regrets that its funds for maintenance do not admit of the clearing of snow from the ice, which would very much lengthen the period of usefulness for this purpose. No plans have been made for the further improvement of Franklin Field.

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Dorchester Park.

A topographical map of this park has been made. Some readjustment of boundary between it and the Convalescents' Home of the City Hospital and the addition of some land already belonging to the city would admit of a much better plan for laying out the grounds than its present boundaries will allow. A plan will soon be prepared showing the required changes.

Dorchesterway and Strandway.

The grading of Dorchesterway from Five Corners to Buttonwood street has been completed except the removal of the ledge near the latter street. Some of the surfacing has been done near Everett square to provide an outlet for Pond street, and at the intersection of the Parkway with Buttonwood street. The Board having obtained the consent of the Railroad Commissioners for an overhead bridge where the Parkway crosses the Old Colony division of the New York, New Haven & Hartford Railroad, the contractor for filling between Buttonwood street and the railroad has been allowed to carry on the work to a grade suitable for the overhead crossing. The construction of the bridge can be deferred until the Strandway is built, with which it will connect.

Some temporary filling was done on the Strandway last winter, in connection with the owners of certain land on Fifth street which was encumbered with clay-banks, under which arrangement the Board paid thirty cents per cubic yard for the material delivered on the Strandway, thereby affording employment for men and teams at a time of general business depression. About sixty-seven thousand cubic yards of filling, cart measurement, were received by this arrangement. Since this work was closed, the Board has had

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several applications to continue it on the same terms, but as the filling of the Strandway by the dredging of the flats is a necessary part of its construction, it has been felt that the continuance of the work as proposed would not be economical on the part of the city.

The Board hoped to be able to take up this year the work of filling that part of the Strandway extending easterly from H street to Marine Park, and had plans prepared by the City Engineer for doing the work by contract. Heavy damages in land takings have, however, so reduced the appropriations for land and construction that if sufficient funds are set aside for the settlement of the remaining land cases, the balance available for construction is insufficient to permit of the plans being carried out, and at the same time provide for the requirements of the day-labor service in the public parks. For this reason, unless a further appropriation is made by the City Council, the construction of the Strandway will have to be deferred for the present. The Board regrets the delay, particularly with regard to the section which immediately adjoins the peninsula of South Boston, where real estate is awaiting this improvement for its development.

Marine Park.

The work of filling the south point from the shore to the iron pier was put under contract in July, and is still in progress. A head-house is also being built under contract at the shore end of the point. This building is flanked on two sides by raised platforms to serve as promenades which will extend to the iron pier, and below and between which five hundred bath houses will be located. The house will contain a general waiting room on the ground or terrazzo floor, with men's and women's waiting and dressing rooms and bath toilets, the spaces under the promenades being devoted to offices for the police, and a

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foreman's and workmen's room. On the second floor two large cafés, connected by a corridor and service rooms, adjoin the promenades, the rest of this floor being occupied with the upper part of the general waiting room and the stairway to the restaurant, which is on the third floor above the waiting room. Over the cafés are the kitchen and store room, and the attic contains the laundry. It is expected that this house will be completed for use the present season, and with the bath houses and bathing beaches will add much to the attractiveness of this now popular resort. A sketch of the building is published herewith.

The shore drive and the walk from Sixth street to Broadway, and the drive from the Broadway entrance to the temporary bridge to Castle island, have been surfaced, and the drains, water pipes, and electric light cables have been laid. Four electric arc lamps now light the grounds in addition to those on Q street and on the Castle island bridge.

Fifteen electric arc lamps were placed on Castle island, and temporary fences were erected along the sea-walls, in response to a very large petition from workingmen that the island be kept open evenings. A plan for a shelter has been prepared by the City Architect, which is herewith submitted. This building will be situated at the extreme southerly point of the island, where the hospital building now stands, which is to be removed by consent of the War Department.

Wood Island Park.

The grading of the upland to provide for the driveway from Neptune road to the Concourse on West Wood island, which was under contract last year, has been completed so far as the material on the ground would permit.

The Field House, intended for use in connection with the men's gymnasium and boys' playground, has been completed, and was opened to both sexes during the skating season, the

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playground being flooded for that purpose. Over 80,000 people availed themselves of this privilege during the twenty-five days on which there was skating. An iron fence has been built around the gymnastic ground, and contracts have been made for the iron frames and gymnastic apparatus.

A section of the women's bath house has also been built to provide temporary shelter and toilet rooms for women. This building can be of little use until some grading is done to make it more accessible, and the completion of the bath houses and bathing beach would add very much to the usefulness of this pleasure-ground without great expense. The work on the park is now so well advanced that its completion ought not to be long delayed, especially as the recent grading leaves it in a rough, unfinished condition, much less attractive than formerly.

Charlesbank.

The buildings at both the men's and women's gymnasium having been outgrown, as stated in the last Annual Report of the Board, plans for a new building at the men's gymnasium, which will provide proper bathing, dressing, and locker conveniences, were prepared by the City Architect, and the building is now under construction. An addition to the women's lavatory building, to furnish the same facilities to the large number of women and girls who exercise daily in the gymnasium, is also being erected from plans by Walker & Kimball, architects. The completion of these buildings will add much to the health and pleasure of those who frequent the gymnasiums.

For information as to the attendance at these grounds and other details, reference is made to the Annual Reports of the City Engineer and a committee of the Massachusetts Emergency and Hygiene Association, which will be found in the Appendix.

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Charlestown Heights.

The shelter building, retaining walls, and steps have been completed, and the house is ready for use the coming season. The upper story consists of a large open shelter, with a bandstand on the side next to the promenade. Below are the waiting and toilet rooms and quarters for the attendant, the police, and workmen. A paved court in front under the overhanging shelter is provided with seats, and immediately outside are the sand-courts and children's playground. The house will be heated in cool weather and lighted by electric lights, and with the pleasant hillside grounds should become a favorite resort for the people of Charlestown.

Charlestown Playground.

The work of filling the mill-pond is progressing steadily with good results, and without expense to the department except for the levelling. Plans for the building for administration purposes, and to provide dressing rooms for the gymnasium to be established on this ground, have been prepared by Sturgis & Cabot, architects, and are only awaiting the necessary appropriation for its erection.

Public Park at the North End.

The tract of land on the water front at the foot of Copps Hill, which was taken by the Board in 1893 for a North End park, has been cleared of the buildings and wooden wharves, and a plan for laying it out has been adopted. Application has been made to the Harbor and Land Commissioners, and the Secretary of War, for the authority to make excavations and fillings necessary to carry out the plan. When this is granted, work will at once be begun on the construction of the park. Reference is made to the subjoined report of the landscape architects for a description of the plan.

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IN WEST ROXBURY PARKWAY

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Pending Contracts.

The pending contracts, with the value of the unperformed work, are as follows:

Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unperformed.
Moulton &O'Mahoney	Leverett Park .	Retaining-wall and grading .	July 1, '94	$11,200 00	$5,919 75
John McNamara .	Jamaica Park,	Pine Bank House,	April 1, '95	10,890 00	10,890 00
Wm. J. Maguire .	Franklin Park,	Roofing Shelter .	. . . . .	1,875 00	475 00
Charles H. Dodge,	" " .	Forest Hills bridge . . .	Aug. 15, '94	50,920 00	9,372 85
J. J. Flynn . . .	" " .	Refectory build'g,	May 21, '95	71,530 00	54,786 25
N.J. Terra Cotta Co.	" "	Terra Cotta, Refectory build'g,	May 1, '95	9,905 00	9,905 00
Collins & Ham . .	Dorchesterway,	Filling	. . . . .	10,050 00	7,465 81
Gerry & Northup,	Marine Park .	Head-house . . .	May 1, '95	84,885 00	56,585 00
Wm. L. Miller . .	" " .	Filling	July 1, '95	94,000 00	41,808 12
Lynch & Woodward	" " .	Heating apparatus, Head-house	Mar.27,'95	4,873 00	4,873 00
Max Bachmann .	" " .	Sgraffito work, Head-house .	May 15, '95	3,300 00	3,300 00
John McNamara .	Charlesbank .	Men's Lavatory building . .	" 1, '95	11,000 00	11,000 00
Frame & McPherson . . .	"	Women's Lavatory building	" "	6,780 00	6,780 00
Van Dorn Iron Works Co. . .	Wood Island Park . . .	Iron fence and frame	Jan. 1, '95	2,833 00	2,833 00
				$374,041 00	$225,993 78

West Roxbury Parkway.

In its last Annual Report the Board referred to the advantages to be obtained by connecting the Boston park system with the Stony Brook Reservation, and eventually the Blue Hills, of the Metropolitan park system, and published a map showing alternative routes from the Arnold Arboretum and

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Franklin Park. The first or most westerly of the routes indicated on the plan was finally chosen, and the land taken in conjunction with the Metropolitan Park Commission, which took the southerly part, extending from Weld street to and including the top of Mt. Bellevue, this Board taking, in behalf of the city, the other portion, extending from the Arnold Arboretum, through the valley of Bussey brook, to Weld street. Subsequently, as a part of the arrangement, the Metropolitan Park Commission transferred the control and custody of the part taken by it to this Board by an indenture which was assented to by the City Council, and appears in full in the Appendix to this report.

By this arrangement the land damages on the part taken by the Metropolitan Park Commission will be settled by the Commonwealth, the city by the acceptance of the gift will build the necessary roads and care for the property as a part of its park system. By the surrender of this land the boundary between the State reservation and the city parks is at Washington street.

A map is herewith published showing the parks and parkways from Boston Common to the Stony Brook Reservation.

Proposed Stony Brook Parkway.

The selection and acquisition of the route from the Arnold Arboretum to the Stony Brook Reservation should not deter the city from eventually securing a connection between Franklin Park and this reservation along the line of Stony brook, provided the town of Hyde Park will join by laying out the part within its limits.

This route will follow the course of Stony brook and an affluent coming from Franklin Park, thus providing in the cheapest and best way for the surface drainage of a considerable territory, much of which is swampy or low, by pre-

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serving the natural water course as in the Muddy-river improvement.

Its construction would render a large area of vacant lands more valuable for suburban residences, and greatly benefit the whole valley of Stony brook by preserving the purity of the streams composing its head waters.

A considerable part of the route within the city limits would pass through land already belonging to the city and partly occupied by buildings connected with its public institutions, which, however, would not be closely approached by the proposed parkway. This route has the advantage of continuing the ample pleasure-drives and bridle-paths of Franklin Park through what would be a pleasant meadow-like parkway, entering Hyde Park and passing through the picturesque high-rock region and through pleasant fields and wild woods to the southerly end of the Stony Brook Reservation, whence it would before long probably be extended to Mother brook, near Paul's bridge, and through the charming valley of the Neponset river to the main entrance of the Blue Hill Reservation.

Charles River Embankment.

In its last Annual Report the Board submitted a plan for an embankment on Charles river from the present Charlesbank to the Fens within the lines authorized by existing law. This plan provides for an embankment outside the present harbor lines one hundred and twenty feet wide from West Boston bridge to the angle near Beacon street, connecting with Arlington street through the block of houses between Beaver and Otter streets, and seventy feet wide from said angle to Charlesgate west.

Subsequently the report of the Joint Board consisting of the Metropolitan Park Commissioners and the State Board of Health, to which the Legislature had referred the whole

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question of the improvement of Charles river, was submitted to the Legislature, recommending the erection of a dam near Craigie's bridge high enough to keep even extreme tides out of the basin, and the maintenance of the water at a permanent level, also the acquisition of considerable bodies of land along the shores of the river between the Cottage Farm bridge and the Waltham line.

With reference to the embankment in the rear of Beacon street the Commission says:

By chapter 435 of the Acts of 1893 permission has already been given to the city of Boston to construct on her side of the Charles river, beginning at West Boston Bridge and ending at the Back Bay Fens, an embankment of a width not to exceed, in the rear of Beacon street, one hundred feet, but subject to the condition that the filling thus made shall not be used for building purposes, or for any other purpose than for ornamental grounds and a parkway.

The description in this act of the line to be followed in making the filling of the first section of the proposed embankment, that from West Boston bridge to the rear of Beacon street, provides a broader margin than seems to us necessary on this side of the basin. We propose that so much of the act as relates to the filling on the easterly side of the basin and in continuation of the Charlesbank be so amended that the filling authorized shall not exceed one hundred and fifty feet until the intersection with a line perpendicular to the harbor line at the southerly line of Mt. Vernon street; thence continuing southerly and westerly on a curved line to the embankment in the rear of Beacon street, to be hereafter described.

It may fairly be inferred . . . that the owners of estates on the north side of Beacon street west of Otter street have no very great interest in the appearance of their houses and outbuildings as seen from the basin or the bridges crossing it. Whether this new basin will be attractive enough to induce the owners of these properties to so far change the external appearances of their houses as to make them worthy adjuncts to the superb location offered to them is a question which we find it difficult to answer. And yet upon the answer to this question really depends the solution of one of the most serious problems in connection with the improvement of the basin. We believe that this water park, if formed in accordance with the plans submitted, deserves surroundings of a character equally dignified and attractive with itself.

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RIVERWAY — FOOTBRIDGE NEAR LONGWOOD STATION.

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Two views of the problem present themselves to us:

First. To advise the filling, to the north of the passageway in the rear of Beacon street, of a wider strip than that of one hundred feet now authorized by chapter 435 of the Acts of 1893, but not to exceed one hundred and fifty feet, in the expectation that gradually the hoped-for improvements in the abutting estates will be effected.

Second. To recommend the construction of a wider embankment than that provided for by existing legislation, in order that a portion of the land so filled may be prepared for building sites.

After due deliberation we have concluded to present a plan for your consideration in accordance with the second view above stated.

It does not seem probable to us that the houses now standing on Beacon street, below Otter street, are likely to be adapted to the surroundings of the new basin; the large sums of money already spent upon their Beacon-street fronts would seem to preclude the change; moreover, these fronts to the south have always commanded higher prices than similar lots on the opposite side of the street, and the preference will undoubtedly be maintained. But it does seem to us essential that the houses situated on the borders of the basin should also front upon it, not only for the adornment of the basin, but also for the benefit that would accrue to it from the better policing and care which all public grounds receive when the neighboring householders walk through them habitually, or constantly have them under view. The back alley which now runs along the border of Charles river in the rear of Beacon street would undoubtedly be well kept and inviting where it is now neglected and repulsive, if the owners of the adjacent properties ever themselves made use of it.

The sale of the land prepared for building sites, if carried on as successfully as such transactions have hitherto been by the Commonwealth, would yield a large sum of money to be devoted to the repayment of the expenses of improvements herein recommended.

We, therefore, propose that, instead of a strip of ornamental ground in the rear of Beacon street of a width not to exceed one hundred feet, provision be made by which the Board of Harbor and Land Commissioners may be authorized to cause to be filled a space to the north of the present wall in the rear of Beacon street not to exceed three hundred feet in distance therefrom and extending in a line parallel therewith to the westerly line of the Back Bay Fens. One hundred and twenty feet in width of this, immediately to the north of the existing alleyway, to be filled to a grade proper for house lots, so much thereof as may be needed for streets and public open spaces to be reserved and the remainder to be sold. The money received therefor to constitute a fund

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from which shall be defrayed the cost of building the dam, making the necessary fillings, and of such other expenses as may result from carrying out the plan of improvements herewith submitted. The remaining strip of one hundred and eighty feet in breadth to be prepared in accordance with designs to be furnished by the Board of Park Commissioners, and to be used only for parkways and ornamental grounds.

It will be noticed that we recommend a somewhat wider strip in the rear of Beacon street between the building line and the water than is designated on the plan of the landscape architects. We do so for the purpose of having a wider belt of trees and shrubs than has been thought by them to be necessary. Though the rapidly approaching use of the opposite Cambridge shore for building purposes will have a tendency to break the force of strong wind from the north-west, it is desirable to have a plantation, if only of shrubs and small trees, to still further diminish their force. The shore line of the basin above the Back Bay Fens and up to the Cottage Farm bridge on the Boston side of the river should also, in our opinion, be moved to the north. Whether the additional territory so gained should be used partly for new building sites, or for purely ornamental grounds, has been a subject for some difference of opinion between your commission and the landscape architects. The latter advise the creation of new building lots in addition to the ornamental grounds. We think that it is not advisable to narrow the stream at this point further than may be necessary for procuring the ornamental grounds alone. Our recommendation is that the harbor line be removed to the north a distance of one hundred and fifty feet from the Back Bay Fens to the new bridge drawn upon the plan, and above this bridge gradually narrowing till it reaches a width of fifty feet at the Cottage Farm bridge; that this new territory be connected with the filling in the rear of Beacon street by appropriate curves, and be prepared for park uses by the Land and Harbor Commissioners in accordance with plans prepared by the Park Commissioners.

Subsequently a committee of the residents of the water side of Beacon street submitted plans to the Board for a treatment of the shore of the river from the Union Boat Club house to Harvard bridge by an esplanade to be built by the city with the coöperation of the riparian owners, under section 2 of chapter 435 of the Acts of 1893. The plans provide a walk, with some provision whereby the alleyway may be hidden while retaining the river view.

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THE FENS — AGASSIZ BRIDGE.

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One plan by Little, Brown, & Moore secures this object by a brick and stone architectural wall eight feet high on the inner side of an embankment twenty-five feet wide, while the other plan by Longfellow, Alden, & Harlow proposes to hide the alleyway by trees and shrubbery planted on a sloping terrace supported by a wall on the inner side of an embankment fifty-five to seventy feet wide as may be desired. Both plans provide an esplanade with a balustrade or parapet wall on the river front and occasional landings at the water's edge.

In submitting the plans the committee stated that the abutters desired the basin beautified under the terms of the statute of 1893, without filling any more of the river than is necessary for ornamental purposes. They objected to a driveway as an unnecessary filling in of the river, and as not being readily accessible from the narrow streets leading out of Beacon street. They desired to keep the basin as broad as possible as a unique feature of the city. To secure the coöperation of the abutters in the construction of the embankment they proposed that application be made to the Legislature for authority to assess fifty per cent. of the cost on the abutting estates, and submitted a bill to provide for the immediate construction of an embankment containing provisions for such an assessment.

The Board submitted the question of the proposed improvement of the Charles-river basin to the landscape architects for their views as to the desirability of such action, and received the following reply:

BROOKLINE, MASS., 28th January, 1895.

The HON. JOHN F. ANDREW, *Chairman of the Boston Park Commission:*

SIR: We beg leave to respond as follows to your request for a fresh expression of our views with respect to the Boston shore of the Charles-river basin.

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At different times within the past twenty years various plans for adapting this important river bank to public uses have been proposed. The first Boston Park Commission (that of 1876), composed of Messrs. T. J. Coolidge, William Gray, Jr., and Charles H. Dalton, recommended the eventual construction in the rear of the Brimmer street and Beacon street houses of a riverside parkway, comprising planting strips, a driveway, a bridle-path, and a promenade, with a total breadth of two hundred feet.

In response to special requests we have ourselves proposed four solutions of the problem. Three alternative plans, with a comprehensive report, were laid by us before your Board in 1893, in response to the question: What ought to be done, assuming, in accordance with the existing law, that the necessary new filling shall not extend into the river more than one hundred feet from the present sea-wall? Another, and naturally, a very different plan, was made and reported upon by us for the Joint Charles River Commission of 1894 in response to the question: What ought to be done, assuming that the limitations of the law can be removed?

The commission will, however, remember that Mr. F. L. Olmsted, Messrs. F. L. Olmsted & Co., and Messrs. Olmsted, Olmsted, & Eliot, as Landscape Architects to your Board, have always taken the ground that the city of Boston would make a grave mistake if, while sufficient interior parks, parkways, and playgrounds were still lacking or incomplete, any money at all should be devoted to the Charles-river basin. Such is still our opinion. The reasons thereof may be briefly recapitulated as follows:

First. The present population of the Back Bay has no need of any additional recreation grounds. It already possesses the Public Garden, Commonwealth avenue, and the Fens. Moreover, the present residents of the Back Bay are generally away from town during the only part of the year when the adjacent shore of the basin might be a pleasant place of resort.

Second. While convenient interior squares and playgrounds are not yet sufficiently numerous, the necessarily costly development of the shores of the basin may better be put off. The Fens, the Muddy-river valley, Jamaica Park, and Franklin Park were lately tracts which lay in imminent danger of being built upon in ways which would forever have precluded their conversion into parks. Much of the Charles river above Cottage Farm lies to-day in the same dangerous predicament; but not so the basin now in question. Here is an open space which can safely be held in reserve until other necessary spaces are acquired. The million or half million dollars which it is proposed

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should be invested in constructing what to-day is an unnecessary promenade on the borders of a great, natural, open space ought rather to be spent in acquiring open spaces in those parts of the town where they are, and will be, most needed.

Similarly, it seems to us that the city, as a whole, would receive a greater benefit from the completion of the construction of the parks and parkways already acquired than would accrue from the construction of a river embankment. Also, that while money for the proper maintenance of the acquired parks is obtained with difficulty, the addition of a public promenade, which, like Commonwealth avenue, would cost much for maintenance, ought to be avoided, if possible.

For these reasons we question whether any mandatory legislation which would commit the city to the immediate expenditure of large sums for the construction and maintenance of any sort of a public promenade on the bank of the basin adjacent to Beacon street ought at this time to be favored by your Board.

Respectfully,

(Signed) OLMSTED, OLMSTED & ELIOT,
Landscape Architects.

Subsequently the Board notified the committee that the settled policy of the Board has been to consider the proper treatment of the Charles-river basin as a subject which should be taken up in the future rather than as a work of present necessity, and that in the general view of the Board it would be better to appropriate money at this time to complete the park system already laid out than to construct the proposed embankment. But if the Legislature should take a stronger view of the importance of an early settlement of the question of a proper treatment of the Charles-river basin, and that the immediate construction of the proposed embankment would be for the best interest of the city, the Board believes the plan would be feasible and would constitute an important addition to the system of open-air resorts now being established; and while it would be glad to carry out any scheme for the improvement and adornment of the city which would be wise, it may be better, when the work is

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undertaken, to extend it over a greater length of the shore than the partial plan submitted by the committee.

Commonwealth Avenue.

On March 5, 1894, the Board received notice of the action of the Board of Aldermen consenting to the transfer of Commonwealth avenue to this department, as follows:

Ordered, That the Board of Aldermen, with the approval of His Honor the Mayor, hereby consents to the selection and taking by the Board of Park Commissioners, under chapter 300 of the Acts of the year 1893, for the purposes of that Act, of that part of Commonwealth avenue lying between Arlington street and its intersection with Beacon street; the same being a public street leading to that part of the park system known as the Back Bay Fens, and the consent in writing of the owners of more than a majority of the frontage of the lots and lands abutting on that part of said avenue having been obtained therefor, as appears by their petitions for such taking now before the Board.

On March 12 the Board gave a hearing to the owners of estates on the avenue, at which a number of representative men appeared and favored the proposition that the Board assume the control of the avenue and reconstruct the roadways in a substantial manner under the provisions of the Act authorizing the assessment of one-half the cost of improvement on the abutting estates.

The reasons given among others were that it is the decorative avenue of the city, is restricted to residences only, is the chief approach to the park system, and the connecting link between the old and the new parks, and that through the regulation of traffic by excluding heavy teams the roadways could be kept in a condition similar to those in the parkways,

In accordance with these recommendations the Board on June 29 passed a vote selecting and taking so much of the avenue as is referred to in the order of the Aldermen, and

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RIVERWAY -- BELLEVUE STREET BRIDGE AND FOOTBRIDGE.

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on July 9 voted to resurface the roadways with an asphalt pavement and make sundry other improvements under the direction of the Superintendent of Streets, at an estimated cost of one hundred and fifty-six thousand dollars.

Subsequently on petitions from property owners remonstrating against the proposed asphalting of the avenue, the Board held two hearings at which it appeared that a majority of the residents strongly objected to the proposed asphalt pavement. A proposition that the residents raise a fund of $40,000 to be held by trustees, $5,000 to be paid to the city annually for eight years for repairs and maintenance on condition that the Board rescind its vote to asphalt the avenue and lay a Macadam or Telford pavement instead, was accepted by the Board. The work of macadamizing the avenue from Arlington street to Massachusetts avenue was immediately begun by the Street Department, and finished in November at a cost of $79,253.55.

The Board then assumed control by policing the avenue and posting ordinances. All vehicles for conveying merchandise except those engaged in supplying residences on the avenue have been excluded, with the result that the experiment thus far has been highly satisfactory, but sufficient time has not elapsed to demonstrate whether the roadways can be maintained in good condition with reasonable care.

Brighton Playground.

In accordance with an order of the City Council, approved by the Mayor November 22, 1893, authorizing the Board to select and purchase a site for a playstead in North Brighton, under the special appropriation of $25,000 for that purpose, the Board invited tenders of land in the desired locality, and accepted offers for the sale of about fourteen acres of land fronting on Western avenue near Barry's Corner, the cost of land and surveys being $21,114.83.

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This location will adjoin the reservation which is to be laid out by the Metropolitan Park Commission on the borders of Charles river under chapter 509, Acts of 1894, and can be readily converted into a playground in connection with the improvement of the Charles-river banks by said Commission.

Tables Annexed.

In the Appendix will be found tables showing cost to date of the public parks, and other details; also reports of the Landscape Architects and City Engineer, and special laws relating to the park system.

Respectfully submitted,

John F. Andrew,
Francis A. Walker,
Edward C. Hodges,
Commissioners.

Boston, January 31, 1895.

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APPENDIX.

LANDSCAPE ARCHITECTS' REPORT.

The Hon. John F. Andrew, *Chairman of the Boston Park Commission, Boston, Mass.:*

Sir: We respectfully submit the following notes of our doings in connection with the work of the Boston Park Commission during the year 1894.

Commonwealth avenue, between Arlington street and Beacon street, having come under the control of the commission, it became our duty to examine and report upon its design and condition. After investigation we recommended the macadamizing of the two roadways, the resetting of the curbs, a uniform sidewalk pavement of brick, the regrading of those parts of the grass strips which are not flush with the curbs, the rectification of the lines of trees where they have become irregular, the addition in conformity to the original design of a new row of trees at the edge of each sidewalk, the addition of new architectural curbing and masts for lights or flags at the ends of the central grass plots, the ultimate removal from the central promenade of the existing statues, and the placing thereof in symmetrical relations adjacent to the sidewalks at the ends of the grass plots, — the last two suggestions being directed to the ultimate development of an architectural or formal plaza at the crossing of each street. Commonwealth avenue undoubtedly offers a rare opportunity for the making of a really fine formal promenade to be gradually adorned with architectural monuments and sculpture. On the other hand the fitting maintenance of fine work of the formal type is very costly. It will be remembered that we advised the commission to be cautious about assuming charge of the avenue.

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The long and tedious work of constructing the boundary roads of *The Fens* having been completed, the only questions of design referred to us for report during the year were related to the plans for the Tremont and Westland entrances, and to the problem of how best to carry the Boylston street electric railway across the parkway and the stream. With regard to the latter it was finally decided that the tracks of this line ought to pass over the water and under the parkway by a route lying immediately adjacent to the location of the Boston & Albany Railroad.

Along the *Riverway* from Brookline avenue to Tremont street little but planting remains to be done, and questions of detail only have called for our attention.

In *Leverett Park* between Tremont and Perkins streets the roadways have been made usable, but most of the ground is still in the rough. This unfinished condition, together with the by-no-means self-explanatory arrangements of certain pools and paths designed especially for the use of the Natural History Society, has unavoidably induced some misapprehension of the general plan.

In *Jamaica Park* the state of things is much the same. The hurried opening of the parkway has brought the public into these parks before the raw stage of preparation for the coming of the public has been passed. In order to permit people to follow the water's edge (as people are always eager to do) and at the same time to avoid destructive path-making among the trees which adorn the banks and frame the pond, a beach which will serve as a path is in process of formation along much of the shore of Jamaica Pond. Near Pond street, where a beach was found impracticable owing to the great depth of the water, a wall designed to rise only a foot and a half out of water and to be half concealed by shrubbery was substituted as an engineering necessity. Both wall and beach have been unduly conspicuous during most of the year, because of a necessary drawing off of the water down to a level some six or eight feet below the standard elevation.

Revised plans for paths in the neighborhood of Pine Bank House have been prepared, and a simple method of adapting the house to public use has been studied in conjunction with the City

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Architect. A suggestion from us that the bronze fountain designed by Miss Whitney and recently presented to the Park Department should find place upon the terrace of Pine Bank House met with the approval of the Art Commission.

Several alternative plans for the distinctively pleasure drive proposed by the original plan for the west shore of the pond have been prepared and laid before the commission. It is to be remembered that this proposed piece of road is but a link in a chain which was originally designed to begin at Tremont street on the boundary of Brookline and Boston and extend thence through Leverett and Jamaica Parks to the Arboretum and Franklin Park. From the Public Garden to Tremont street the commission controls a so-called parkway, upon which pleasure travel must necessarily mix with ordinary traffic, because the roads are only boundary roads and the adjacent private building lands must be supplied first with building materials and afterwards with coal, ice, and provisions. Not until Tremont street was reached was it possible to find room between the boundary roads for an interior, separate, or exclusively pleasure driveway. From Tremont street to Chestnut street, on the west or Brookline side of Leverett Park, the Brookline Park Commission has opened the first stretch of separate pleasure driveway, and already it is the pleasantest part of the parkway. It is regrettable that the Boston Park Commission of a few years ago decided not to continue this separate pleasure road along the north-west shore of Jamaica Pond beyond Chestnut street. On this side of the pond the boundary road, which will soon have houses beside it, will, by orders of the commission, be the only road. The impression of remoteness and of semi-seclusion which is gained in Leverett Park will thus be shattered when what ought to be the freer and purer scenery of Jamaica Park is reached.

With the exception of a few studies of details for entrances and foot-paths, the present *Arboretum* has called for no new designing. A preliminary plan has, however, been prepared to show how Peter's Hill might be advantageously annexed to the Arboretum by means of a circuit road which would pass over Bussey street by bridges, it being deemed advisable to preserve

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this street in a new location as a transverse road leading to the Bussey archway under the Dedham Branch railroad.

The Metropolitan Park Commission having acquired a large reservation in West Roxbury and Hyde Park embracing Bellevue Hill, the highest land in Boston, plans have been studied and completed for connecting the Arboretum with this new public domain. The new parkway will follow and include the course of the Arboretum brook as far as the height of land at Weld street, where connection is made with lands acquired by the Metropolitan Commission. From motives of expediency, the northern boundary of the new parkway is an arbitrary line falling high up among the forest-clad rocks which form this side of the valley of the brook. The southern boundary follows a line upon which a boundary road can be laid, from which road a good view will be had of the course of the brook and the wooded bank beyond.

For *Franklin Park* details too numerous to mention have been considered; including plans for roads and grading in the neighborhood of the refectory and at Forest Hills entrance. The great cemetery which lies just beyond the park is the goal of many funerals which come out from Boston by way either of Washington street or Forest Hills street. It is obviously important that processions of funeral carriages should not block or mingle with the stream of pleasure carriages which will pour in and out of Franklin Park by the parkway. Accordingly a sunken roadway has been arranged by which vehicles of all kinds, including electric cars, if need be, may pass under the parkway just outside the boundary of the park. The gates of the park, marking the terminus of the parkway, are architecturally connected with this bridge, which is now building from designs by Messrs. Shepley, Rutan, & Coolidge.

The Strandway, Charlesbank, Wood Island, and Charlestown Heights have called for only a few modifications in the original plans.

For the small tract recently acquired by the commission at the North End, a complete plan has been prepared which may be described as follows:

The land to be devoted to purposes of recreation lies between

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the ancient Copps Hill burying-ground and the sheet of water which is the confluence of the Charles and Mystic rivers. It is separated from the burying-ground by Charter street, and it is crossed by the busy waterside thoroughfare called Commercial street. Between the two streets the narrow public domain slopes steeply down between two ranks of tenement-houses, thus opening a prospect from the already frequented Copps Hill. Between Commercial street and the water the original shore-line has disappeared under a tangle of more or less ancient sea-walls, fillings, and pile structures.

The plan is designed to make this confined space afford opportunity for the greatest possible variety of modes of recreation. Thus a resting-place commanding a view of the water is provided upon a broad terrace on a level with the upper street; an ample promenade adjacent to the water is provided upon a pier, the upper deck of which will be reached from the terrace by a bridge, which will span Commercial street; a good place for children to play is provided on a beach which will form the shore of the small haven to be formed by the pier; dressing-rooms will be provided for the use of bathers, floats and other conveniences for boatmen. The stone terrace and its accompanying flights of steps will be plainly but substantially constructed, while the steep earth slopes at the ends and below the high wall will be planted with low shrubbery. The foot-bridge spanning Commercial street will be a light steel truss. The new or restored beach will terminate against sea-walled piers of solid filling, from the end of one of which the long and substantial pleasure pier will run out to and along the Harbor Commissioners' line. Between the beach and Commercial street there is room for a little greensward and a screening background of shrubbery. A drawing illustrating this compact design is submitted herewith.

Respectfully,

Olmsted, Olmsted, & Eliot,
Landscape Architects.

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CITY ENGINEER'S REPORT.

Boston, January 31, 1895.

Hon. John F. Andrew, *Chairman Board of Park Commissioners:*

Sir: I herewith submit the following report of the work done and of matters of interest in connection with the work placed under my direction by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe.

The Fens.

Drives and Walks. — The drive on the easterly side of the Tremont entrance and the walk near the water between Tremont entrance and Fen bridge have been surfaced, and the stone-crushing plant, which for several years has been located at this entrance, was removed and the machinery sold early in the season; also the several small buildings which were located here have been removed, and the grounds graded, loamed, and seeded to grass.

Electric Lighting. — The work of laying underground wires and erecting lamps, begun in 1893, was finished and the Fens lighted for the first time on April 27. As this was the first instance in this city where underground wires were laid for street or park lighting, a brief description of the work may be of interest.

Tar-coated wrought-iron pipes 1¼ inches in diameter were laid 18 inches below the surface. At points where there were abrupt changes of direction, and at the foot of each lamp-post, cast-iron boxes were placed so that the cable can be removed and replaced or connections made without its being necessary to dig up the ground. Wherever there are loops in the line of the cable 2-inch pipes were laid in order that two cables could be drawn through them. When the pipes were laid, a small wire was drawn through them, to be used for drawing through the larger cable.

The cable is ⅝ inch in diameter, and is composed of a No. 4

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B. & S. gauge copper wire first covered with rubber and then with lead. This was drawn through the pipes and lamp-posts to the top of the lamp.

The lamp-posts are of the ordinary city pattern, and are set in Portland cement concrete. The supports for the hoods are of wrought-iron pipe branching from the cap of the posts in such a manner that the cable can be readily drawn up through them. The cable is not exposed at any point until the hanging board of the lamp is reached.

The lamps are 2,000-candle power arc lamps. The number on the Fens is 45, and the length of cable 18,893 feet. In addition to the arc lamps, 6 incandescent lamps of 32-candle power have been placed under the Stony-brook bridge for lighting the walks.

The grounds are well lighted, but probably some additional lights will be required when the trees are fully grown.

John Boyle O'Reilly Statue. — A foundation has been built for this statue on the triangle at the junction of Boylston road and the Fenway, and a curb set around the site.

Covered Channels of Stony Brook and Muddy River.

These remain in the same condition they were a year ago. Some slight repairs have been made to the gates in the Muddy-river gate-chamber.

I wish to again call attention to the necessity of rebuilding the damaged portion of the Muddy-river conduit.

Riverway.

Grading. — Considerable grading has been done during the year, chiefly on the left bank of the stream between it and the railroad and Audubon road, also around the Bridle-path bridge.

The work of filling Audubon road, under the contract with James Killian, dated December 5, 1893, has been finished, there having been deposited 36,844 cubic yards, at 49 cents per cubic yard.

Drives, Ride, and Walks. — The drive and ride were practically completed in 1893, with the exception of Audubon road, but owing to the lateness of the season some work remained to be

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done in the spring. Owing to the short time in which the filling was allowed to settle before the surfacing was done, the surface, in a few places, is now so much below grade that it will require reconstruction in the near future. The walks along the bank of the river have been surfaced.

Plantations.— All of these, except those near the Administration building, have been loamed, manured, and planted.

Bridges. —The sidewalk on Audubon bridge has been laid, the railing built, and the iron-work painted, thus completing this structure.

The Bridle-path bridge, built under a contract with Johnson Brothers, dated October 23, 1893, was finished on August 13, at a cost of $32,300. The working plans for this bridge were made from designs furnished by Messrs. Olmsted, Olmsted, & Eliot and Shepley, Rutan, & Coolidge.

The bridge supports a bridle-path across the waterway and walks on either side of the latter. It is 28 feet wide to outside of parapets, with wing-walls at each corner flaring at angles of 66 degrees. The piers rest on a platform constructed of spruce piles capped with 10-inch × 10-inch spruce caps crosswise of the channel and covered with 4-inch spruce plank. The ends of the platform are protected by 4-inch sheet piling. The piers are 30 feet apart and extend along the channel sufficiently to support the banks and the walks; the total length of the piers with their wing-walls is 100 feet. The grade of the platform is 2.5 above city base, and the tops of the piers are at grade 15.5. The piers are of granite laid in courses with a cut granite coping on top from which the arches spring.

The central arch is elliptical in form with a span of 30 feet and a rise of 9 feet 6 inches. The side arches which span the walks are semi-circles 15 feet in diameter. The width of the piers at the springing line is 4 feet 8 inches; the spandrels between the arches are pierced by semi-circular openings of a diameter of 15 feet and springing from the same grade as the other arches. This longitudinal arch is also carried back 2 feet into each abutment to form recesses for seats. The openings through the spandrels are to afford passages to connect with the foot-bridge to be built

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across the channel, to connect the walks on either side. The abutments at the end of the bridge have concrete and pile foundations, the piles being cut off at grade 8 and having their tops imbedded in the concrete to a depth of one foot.

The face-work of the bridge above grade 15.5 is of seam face granite, laid as three-headed work, with a belt course of red granite 8 inches thick, 2 feet 8 inches below the top of the parapet, and with red granite coping. The soffits of the arches, except the face voussoirs, are laid with 12-inch × 1½-inch speckled brick. All of the groins are laid with the same brick cut and ground to shapes. The remainder of the arch-work is of common brick, the thickness of the central arch being 24 inches, and of the side arches 20 inches. The spandrels are filled solid with concrete, so that the top of the bridge is drained to the abutments. The whole of the top of the bridge was covered with cement, then washed with cement-wash, and then covered with tarred roofing paper and tar.

Buildings. — A tool-house and shelter has been erected near Bernier street, under the direction of the architects, Messrs. Shepley, Rutan, & Coolidge. It is a circular building 24 feet in diameter; the basement and the piers supporting the roof are of seam face granite. The basement is to be used as a tool-room, and contains bins for the storage of material for the repair of walks, etc. The building stands on sloping ground so that the floor above the basement is on a level with the walk; this floor, which is intended for a shelter for visitors, is of asphalt, and is covered by a roof supported on stone piers; the roof is covered with tiles, and seats are provided.

Electric Lighting. — Under the contract with the Boston Electric Light Company for lighting the Fens, such further extensions of the lighting along the Parkway as the commissioners should require were to be provided upon the same terms.

On Riverway there have been 7,433 feet of cable laid and 19 lamps erected; and in addition 1 incandescent lamp has been placed under the Bridle-path bridge. These lamps were first lighted on June 16.

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Leverett Park.

Grading. — The work to be done under the contract with Moulton & O'Mahoney, dated November 28, 1891, was completed early in the year, and on April 27, 1894, a new contract was made with the same firm for doing such additional grading as was required, and for building walls on Perkins and Chestnut streets. The grading has been completed.

The ledge on the line of the drive has been excavated and the stone from it used in surfacing roads and walks, and building walls and culverts. The stone-crusher which was set up for crushing stone from this ledge has been removed.

The slope above the wall on the line of the Nickerson estate has been graded and loamed, and a fence erected on the top of the bank.

Practically all of the grading on this park is completed.

Bridges and Culverts. — A bridge has been built on the line of a foot-path across the outlet of the cove on the easterly side of Leverett pond. The bridge is a segmental arch of 24 feet span and 5 feet 5 inches rise; the width to outside of parapets is 18 feet 4 inches. The abutments are of concrete, faced with granite; the exposed face work is of seam face granite; the arch is of brick and the coping of red granite; the arch is 2 feet thick, covered with cement and a waterproof covering of tar and paper. The bridge was built by J. D. Fallon & Company, at a cost of $9,313.60.

The working plans were made from designs of the landscape architects, and Messrs. Shepley, Rutan, & Coolidge, architects.

Seven small culverts were built on the streams connecting the various ponds.

Retaining-walls and Steps. — Two walls of rustic masonry were built by the department force on the slope above the cove on the easterly side of Leverett pond. The upper wall supports the bridle-path, while the lower wall supports a walk along the base of the upper wall.

The walls built under the contract with Moulton & O'Mahoney have been finished, with the exception of the cement top and the pointing. These walls are of Roxbury stone, and vary in height

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from 4 feet to 14 feet, the total length of the several sections being 1,368 feet; they serve to support Perkins street on its lower side and the banks on the upper sides of Perkins and Chestnut streets.

On April 20, 1894, a contract was made with James Killian for the construction of a wall on the easterly line of Chestnut street 351 feet in length, and also for a wall on the line of the Parkway adjoining the Nickerson estate 523 feet in length. This work has been completed at a cost of $9,327.06.

Mr. Killian has also built parapet walls and furnished and set coping on the walls built on the northerly side of Perkins street. This work is nearly finished.

Steps to the number of 300 were furnished by the Cape Ann Granite Company at a cost of $3,576. These have been set by the department force in places on the walks where they were needed.

Drainage and Water-pipes. — All of the drains and catch-basins required for this park have been built.

The lowering of the grade of Perkins street necessitated the lowering of the water mains in that street. This work was done by the Water Department at the expense of the Park Department. An 8-inch pipe was also laid from the pumping-station through Chestnut and Perkins streets to Jamaicaway, it being a portion of the main for supplying water for the ponds in Franklin Park.

Drives, Ride, and Walks. — The drive from Pond avenue, near Willow pond, to Perkins street was surfaced early in the season, and opened to travel on June 1. On the same day Perkins street was closed for the purpose of lowering the grade of this street and also of Chestnut street. The change of grade of Perkins street involved cutting down the street at one point 13 feet. Both streets were widened at the same time to a minimum width of 45 feet. Chestnut street was closed on July 2, and was reopened on October 15. Perkins street was so far finished as to be opened to travel on December 20.

The drive from Tremont street to the entrance near Willow pond was not opened until November 18 on account of the delay caused by cutting through the ledge, which required the removal of 7,696 cubic yards of rock.

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The Bridle-path and a large part of the walks have been finished.

An Aveling & Porter compound steam road roller was purchased in the spring for use on this park.

Plantations. — About 12 acres have been prepared for planting, of which about 3 acres have been planted.

Electric Lighting. — The electric lights were turned on for the first time June 29. There are 34 lamps and 14,500 feet of cable.

Jamaica Park.

Grading and Walls. — The work done by Saucier Bros., under their contract dated January 16, 1893, was completed on May 19, 1894, and there was paid them $32,504.36. The work done under this contract was the grading of all that portion of the park on the easterly side of the pond, excepting Pine Bank, from Perkins street to Prince street, including the widening of Pond street and the excavation of a cove on the shore of the pond nearly opposite Eliot street; it also included the grading of the part of Arborway between Prince and Centre streets, so far as the excavated material on the work would allow, and the building of a slope wall 920 feet in length along the Pond-street shore.

The north-westerly shore of the pond has been graded, from a point opposite Chestnut street nearly to Prince street, with gravel excavated from Perkins street.

Retaining-walls of a total length of 960 feet have been built around the cove before mentioned.

A flight of steps has been built leading from Perkins street opposite Chestnut street to Pine Bank.

Drainage and Water-pipe. — The necessary catch-basins and drains for the easterly side of the park have been built.

The water-pipe leading to Franklin Park has been laid through the whole length of the parkway from Perkins street to Prince street.

Drives, Ride, and Walks. — The drive from Perkins street to Pond street was finished and opened to travel on June 1, and that along Pond street to Prince street was opened on June 16. The ride and the walks in this section of the park have all been

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surfaced, with the exception of the border walk between Perkins and Pond streets.

Plantations. — All of the areas to be planted have been graded and loamed in readiness for planting in the spring.

Electric Lighting. — Twelve lamps have been erected and 4,330 feet of cable laid. The lights were turned on on August 17.

Miscellaneous. — Work has been begun on the alteration of the dwelling-house at Pine Bank, under the direction of the City Architect, to adapt it for use as a refectory.

A new boat has been purchased for the use of the police.

The buildings on the Parkman estate have been removed, and the Ice Company buildings on Prince street are now being removed.

About 100 linear feet of seats for the use of skaters have been made. There has been skating on the pond 19 days during the year, and skating could have been enjoyed on many other days if funds had been available for caring for the ice. The police estimated the total attendance at 109,000.

Arborway.

Grading. — The section between Prince and Centre streets was graded under the contract with Saucier Bros., already referred to. The section between Centre and South streets was partially graded under a contract with Andrew Carberry, dated November 1, 1893, at a cost of $8,400.28. The balance of the grading was done by the department force, and by contractors for furnishing labor by the day.

Drainage and Water-pipes. — A culvert 6 feet × 6 feet in section and 163 feet in length was built across the Parkway on the line of the brook which drains the Arboretum meadow.

All of the catch-basins and drains required on the whole length of Arborway have been built, except those on the traffic road between Centre and South streets, and on the section between South and Washington streets.

The water-pipe for Franklin Park has been laid between Prince and Centre streets and between Washington and Forest Hills streets.

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Drives, Ride, and Walks. — The main drive and the ride have been surfaced for the whole length, except between South and Washington streets, it being impracticable to do any work on this section until the work of raising the grade of the railroad has been completed.

The drive was opened to travel on October 7. But little work has been done on the surfacing of the walks. No surfacing has been done on the traffic roads.

Electric Lighting. — Twenty-two arc lamps have been placed on Arborway, and 8,152 feet of cable laid. These lamps were first lighted on August 17.

Arboretum.

The land near the junction of Centre and Walter streets has been cleared and graded, and the boundary wall is now being extended around it.

Surveys have been made of the land belonging to Harvard College lying south of Bussey street, with reference to the contemplated addition of it to the Arboretum.

West Roxbury Parkway.

Preliminary surveys were made for three different lines of Parkway between the Main Park System and the Stony Brook Reservation. Accurate surveys for the laying out of the section from the Arboretum to Weld street were made, and also of that portion of the Parkway laid out by the Metropolitan Park Commission between Weld street and Anawan avenue. Topographical surveys are now being made of the whole length of this Parkway.

Franklin Park.

Forest Hills Entrance. — On April 23 a contract was made with Charles H. Dodge for building the bridge which is to carry the Parkway over the traffic road leading from Forest Hills street to the Morton-street entrance to Forest Hills cemetery. This bridge has been completed with the exception of the cleaning and pointing of the masonry. The bridge is 126 feet in length, at a right angle with the Parkway, and is a segmental arch of 45 feet span and 6

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feet rise, the springing line being 12 feet above the grade of the road beneath. All face work is of seam face granite, except the coping and cap-stones, which are of red granite, and the interior of the arch. The ashlar is laid as three-headed work. The foundation and backing are of cement concrete. The soffit of the interior of the arch is of light-colored brick, while the remainder of the arch is of common brick, the arch being 2 feet 8 inches thick. A staircase connects the walk over the bridge with the walk along the traffic road beneath. The slopes of the banks are supported by retaining walls on the lines of the traffic road. Across the Parkway over the bridge the masonry piers for a gateway have been built. This gateway is to have three openings — one each for the drive, the ride, and the walk. The piers at the sides of the gateway are connected with the parapets of the bridge, so that the whole forms one structure. At one side of the gateway there is a recess with a drinking-fountain and seats. The contract price for the bridge is $50,920.

The traffic road and the Parkway over the bridge are now being graded. The ledge at the junction of the Parkway with the Circuit drive is being removed, and the stone will be used for surfacing the Parkway. The drains and catch-basins are also being built.

Seaver Street. — The work of grading under the contract with H. P. Nawn, dated September 1, 1893, was completed on January 22, at a cost of $34,023.58. Another contract was made with Mr. Nawn for the removal of a portion of the ledge near Blue Hill avenue, the stone to be carted to the stone-crusher on the park, and when crushed to be carted back to Seaver street. Under this contract there were removed 3,221 cubic yards of rock, at a cost of $6,345.37.

The drive and walk within the lines of Seaver street, as laid out by the Street Commissioners, have all been surfaced, the surface drains and catch-basins built, and the water-pipe relaid. The street was opened to travel throughout its whole length on December 24.

The street has a width of 60 feet, divided into a driveway 40 feet wide, a tree space 10 feet wide, and a sidewalk 10 feet wide.

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A portion of the walk on the park, parallel with Seaver street, remains to be surfaced; also the entrance road opposite Elm Hill avenue.

Ellicott House. — For the drainage of this building, it was necessary to build a sewer 2,260 feet in length, of 6-inch Akron pipe, through the park and Keyes street to Washington street. The grade being slight, a flush tank was built just outside the building, for flushing the sewer. The building is, as yet, provided with no method of lighting at night, and as no gas mains are near it will probably be necessary to use electricity.

Refectory. — This building is in process of erection under the direction of, and in accordance with, plans made by Messrs. Hartwell & Richardson, architects. The foundations are completed, and work is begun on the superstructure. The wall supporting the terrace in front of the building is being built of rustic masonry by the department force, and is nearly finished to the grade of the walk.

Water-supply. — It having been determined to obtain from Jamaica pond a supply of water for the ponds on Franklin Park, and for sprinkling the drives on the Parkway, pipes have been laid on a portion of the Parkway, as before described. Recently work has been begun on the construction of a reservoir on Hagborne hill, which will have a capacity of 883,000 gallons, with the surface of the water at grade 168 feet above city base. It is expected that this will furnish a week's supply in the driest weather. It is not intended to use the water for drinking.

Pigeons. — On April 21 a donation of 128 pigeons, including a great variety of the most popular kinds, was received from the estate of the late Edmund Quincy, through Dr. H. P. Quincy. They have been placed in a loft prepared for them in the upper part of the propagating house at the Nursery, where they have attracted a great deal of attention.

Electric Lighting. — Nineteen arc lamps have been placed in the Playstead district and 16 on Seaver street. The lights were first used on September 22.

Miscellaneous. — The sheep now number 188, 73 having been sold in the fall.

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Two buildings containing water-closets have been erected near the Columbia-street entrance to the park.

Scarboro' pond has been drawn down to its winter level, and the pond near Abbotswood has been filled, as heretofore, for skating; but owing to the proximity of the much larger and better place for skating at Franklin Field, these smaller areas have been but little resorted to this winter.

Franklin Field.

The work of grading and seeding the meadow was finished in September. On November 26 the water from the brooks was turned on to the field, flooding it to a depth of about 18 inches in the lowest part. The first skating was on December 24, and since that date the field has been resorted to by great numbers of people whenever the ice was in good condition. There has been skating on 20 days, and the total number of visitors on those days, as estimated by the police, has been about 66,000.

Dorchester Park.

A topographical survey of this park has been made. Two small buildings containing water-closets have been built.

Dorchesterway.

The filling between Buttonwood street and the railroad being done under the contract with Collins & Ham, dated February 20, 1893, is still in progress.

The drive and walks south of the northerly line of Pond street, and those at the junction of the Parkway and Buttonwood street, have been finished.

Strandway.

Filling. — A dump was opened in February for receiving material excavated from the land near the Institution for the Blind. During the year there have been delivered between I and N streets 67,118 cubic yards of filling, cart measurement, at 30 cents per cubic yard.

As the amount of dredging which should be done on the flats in front of the Strandway, between H and Q streets, is much

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larger than the space to be filled, it will not be economy to purchase filling, except such as can be used for forming the beach, or as a top-covering for mud filling after the latter is in place.

Plans are nearly completed for grading the section of the Strandway east of H street.

Marine Park.

Pier. — That portion of the wooden pier between the refectory and the site of the new head-house has been removed, and a plank walk laid in its place.

Filling. — On July 27 a contract was made with William L. Miller for filling that portion of the park between the shore and the iron pier. This work is now in progress.

Drive and Walks. — The drive along the shore from the foot of Sixth street to the Castle-island bridge, and the entrance from Q street opposite Broadway, have been surfaced. The walk along the drive from Broadway to Sixth street has also been surfaced.

Drainage and Water-pipe. — Catch-basins and drains for draining the drive have been built. A water-pipe has been laid from Sixth street to the entrance to the pier and 2 hydrants set.

Electric Lighting. — Two thousand six hundred and eighty-three feet of underground cable have been laid, and 4 arc lamps erected on the portion of the park south of Broadway. The lamps were first lighted on September 5.

Building. — A building is being erected at the approach to the pier, under the direction of the City Architect. It is to contain a waiting room for the public, toilet rooms, a restaurant, and rooms for the police and workmen. In the rear of it there are to be 508 dressing rooms for bathers. It is expected that this building will be completed ready for use during the coming season.

Miscellaneous. — The old wharf, left by a former contractor, was repaired, and a shelter built on the outer end of it; this was intended for use in connection with the boating service.

A flagstaff was erected near the Farragut statue, and the flag was raised for the first time on Memorial day, with appropriate ceremonies by the Farragut Naval Veterans Association.

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Castle Island.

The only work done here during the year, beyond the care of the grounds and buildings, has been the placing of 15 electric arc lamps.

As the location of these could be but temporary, overhead wires were run to them. They were first lighted on July 3.

Wood Island Park.

Grading. — The work under the contract with O'Connor & White, dated October 2, 1893, was completed on December 8, at a cost of $33,706.84. This work included all of the loam stripping and excavation required; the material excavated, however, was not sufficient to do all the filling needed; therefore, before the drives and a portion of the walks can be surfaced and the grounds fully made use of, additional filling will have to be obtained; this can be advantageously done by dredging from the flats within the park property.

Drainage and Water-pipes. — The sewers for draining the two buildings were completed on March 26, at a cost of $1,921.30.

A water-pipe has been laid from Neptune road to supply the Field House and men's gymnastic ground, and 6 hydrants have been set, 4 of them being within the gymnastic ground.

Buildings. — The section of the bath house which was being built a year ago has been completed. This building, so far as built, contains a waiting room, a locker room, and a toilet room. It has been connected with the sewer, but has not as yet been supplied with water, as the grounds near it have not been graded.

The Field House has been finished. This building is for the use of men and boys only, although during the present skating season women and girls have been allowed to use a portion of it; this can be readily done in winter, as the locker room and small toilet room adjoining it are not otherwise in use when the gymnasium is not in operation.

The building is of one story, 130 feet long by 26 feet wide; there is a waiting room and toilet room for men and boys, a room for the superintendent of the gymnasium, a large dressing room

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provided with 170 lockers for the convenience of those using the gymnasium, and a bath room, with shower and needle baths; there is also a boiler room, the building being warmed throughout by hot water.

The building is lighted by incandescent electric lights.

Both of these buildings were built under the direction of Messrs. Sturgis & Cabot, architects.

Gymnastic Ground. — On October 10 a contract was made with the Van Dorn Iron Company, of Cleveland, Ohio, for the erection of an iron fence around this ground, and for the frames for the gymnastic apparatus. The fence has been erected, and the frames are on the ground ready for erection as soon as the frost leaves the ground.

Skating. — The gymnasium and playgrounds have been flooded during the present winter and there has been skating on 25 days, the attendance, as estimated by the police, being about 88,000. The Field House has been opened on days when there was skating.

Charlestown Heights.

The building for the accommodation of the public has been finished and only needs lighting to be ready for use. This building is of two stories, with a cellar under a portion of it, which contains the heating apparatus. The first story contains toilet rooms for both sexes, a room for the person in charge, and rooms for the police and workmen. There is a tool-house adjoining the main building. The second story is an open shelter, a band stand being located on that portion towards Bunker Hill street.

The building was built under the direction of Messrs. Walker & Kimball, architects.

Four electric arc lights have been placed upon the grounds and 50 settees purchased.

Charlestown Playground.

Nothing has been done at this ground during the year, except to supervise the dumping of ashes and earth.

A considerable area of the ground is now filled.

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CHARLESBANK.

Men's Gymnasium. — During the winter months the grounds have been used for skating when the weather was favorable. The number of days on which there was skating was 22, and the average attendance on those days was 2,911.

The gymnasium was closed on March 1, and the apparatus and grounds put in thorough repair. It was reopened on May 18, and closed November 30. During the season it was open for gymnastic and athletic exercises on 155 days, with a total attendance of 160,596, or a daily average of 1,036, an increase of 175 over the previous year.

On account of the removal of the old building preparatory to the erection of a new one, the gymnasium was not open in December.

A new building is now being erected under the direction of ths City Architect, which will afford much larger accommodations and provide facilities for dressing, bathing, etc., which facilities are a necessity for the success of a gymnasium.

Only one accident occurred during the year: a boy was struck by the 16-pound shot, he having carelessly run across the ground reserved for shot-throwing; his ankle was broken. In the future it will be well to have the spaces, devoted to putting the shot, inclosed by fences.

Women's Gymnasium and Girls' Playground. — These were reopened on May 21, and closed on October 31. As in previous years, they were in charge of the Massachusetts Emergency and Hygiene Association, whose report to the Park Commissioners contains all matters of interest concerning the work.

The building at this ground having proved inadequate for the purpose for which it was designed, an addition is now being built which will double the accommodations and furnish facilities for bathing and dressing which have been wanting in the past. Walker & Kimball, architects, have charge of the work.

Miscellaneous. — The grounds other than the gymnasiums are in good condition, except that the promenade along the river has become worn and should be resurfaced.

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Public Park, North End.

Early in the year the old buildings were removed, and on July 12 a contract was made with William L. Miller for the removal of the old wharves, etc. This work was finished on September 20, at a cost of $3,400. Plans are now being prepared for the construction of that portion of the park between Charter and Commercial streets.

Brighton Playground.

A survey was made of this ground for the purpose of determining its area and boundaries.

The appended table shows the principal items of work completed to date on the several parks, so far as it is practicable to tabulate them.

A large amount of other work has been done, which it is impossible to classify.

Respectfully submitted,

William Jackson,
City Engineer.

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REPORT OF THE COMMITTEE OF THE MASSACHUSETTS EMERGENCY AND HYGIENE ASSOCIATION IN CHARGE OF THE WOMEN'S AND CHILDREN'S DIVISION AT CHARLESBANK.

BOSTON, November 18, 1894.

To the Park Commissioners:

GENTLEMEN: With increased pleasure do we again submit to you our report for the fourth year of our work at Charlesbank.

Never have the benefits of the Women's and Children's Division been so fully realized as this season, when the discipline of large numbers has been easy, because so many of the children, having acquired in previous summers the art of work and of obedience, this year became our self-constituted helpers.

Many of the older ones kept up at home during the winter some of the gymnastic movements, and returned to us in the spring for increased out-door practice. The affection of the children and girls for their instructors is so very evident that, if space allowed, a great deal could be said about the moral and refining influences of Charlesbank, where for nearly six months the same children are under the daily care of the same friendly teachers.

But it is in regard to health that we would this year place the emphasis in our report. Last summer occasionally a doctor would send to us a child needing special gymnastic treatment. This year we have had several such cases. Some girls came with a tendency to lateral curvature which was to be counteracted by certain gymnastics; others had weak lungs and required development of the chest; one or two were suffering from the effects of nervous prostration, which had induced paresis of the muscles of the right arm; two or three were troubled with stiffness in their joints and general ill-health; one had a slight displacement of the shoulder, and was unable to raise her arm to her head; two were losing the use of their arms in consequence of accidents which had happened to them.

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Besides these special cases (all among persons who could not have afforded to go to a private gymnasium) we have had many girls and women who came to correct their general debility. In each case such marked improvement was soon perceptible that we attributed it not alone to the effect of gymnastics, but also to the fact that the exercises were practised out of doors. To many girls Miss McMartin gave exercises which were followed at home daily.

In addition to the classification of such cases, there was a still larger number of those who have been guided in exercise for three years at Charlesbank, whose growing vigor of frame and activity it is a pleasure to witness. We have now 300 girls who regularly wear gymnastic suits. As an indication of the greater frequency also of the hand-bath which the girls take in the dressing booths at the end of the gymnasium, after exercising, is the number of towels which were used in three months, 2,859.

In order, however, that the best results may be obtained from gymnastic treatment we need some simple anthropometric apparatus to test the physical conditions of the girls.

From the gymnastic point of view it is better to have a smaller number of pupils who shall be led through graded exercises to full condition of health than to have larger numbers exercising irregularly, merely because they enjoy such sport. Others again who come for a day experience such soreness and discomfort that they seldom return. It is difficult to know just where to forbid exercise on simple apparatus in a free public gymnasium, yet each year is justifying the wisdom of forbidding the use of many appliances until a pupil is prepared for them by previous training.

The class work this season has been more extensive and thorough than before. We have had classes for beginners and for advanced pupils, also for working girls who could only come Saturday afternoons, and for special pupils in twos or threes, who require peculiar guidance.

Besides the gymnasium proper our charge has also extended to the sand pens for little children, and to the grassy playground, where foot-ball was practised to some extent, but always under direction, while games of hand-ball, jumping ropes, hoops, and team-races were constantly going on. Miss Doyle has had classes

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every pleasant afternoon, when the children sewed, pasted, or folded papers, followed by games. She distributed three times more sewing cards this year than last; each child as the card was given her told what it represented and the color in which it should be worked. The general utility of this playground for health, morals, and happiness is immense.

In October there was an exhibition of gymnastics and kindergarten work, which showed what fine results had been obtained by persistent effort, when regular attendance could not be enforced.

For whatever measure of success has been obtained in kindly discipline, increased bodily strength, good times, and good manners, gratitude is rendered to Miss McMartin, the superintendent, and her assistants, Miss Mahoney and Miss Doyle, who have evinced great skill as teachers and friends. Miss E. A. Phelps, the visiting superintendent here and at the playgrounds in the school yards, gave large and constant help in many ways.

The possibilities of Charlesbank are constantly widening. Visitors as experts in gymnastics, and as philanthropists and curious observers, come in numbers to study our methods.

The attendance from May 15 to November 1 has been 145,392, a daily average of 887. The average age of those using the gymnasium has been between 14 and 15 years.

In closing our report we tender our sincere thanks to Mr. E. W. Howe, who has always been ready to aid us; to Mr. Murphy, the foreman; to those of the police force who have assisted us; and to many friends for books, papers, flowers, and worsteds.

Two of the committee have taken turns throughout the season in assuming the responsibilities of chairman, and have given freely of their time and thought to the various problems presented at Charlesbank.

Respectfully submitted,

Kate Gannett Wells,
Ellen M. Tower,
Anna Phillips Williams,
Margaret Gibbens,
D. A. Sargent,
Charles Fry,
Committee.

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Public Parks. — Table of Appropriations.

Name.	Date.	Special statutes.	Amount.	Object.	Amount expended.	Balance.
Park Department	Oct. 5, 1876,		Appropriation, $6,900 00	Dept. Expenses,	$5,409 38	Merged, $1,490 62
" "	May 1, 1876,		" 5,000 00	"	5,000 00	
Public Park, Back Bay	July 23, 1877,	Chap. 185, Acts 1875	Loan, 450,000 00	Land	450,000 00	
Park Department	Dec. 24, 1877,		Appropriation, 3,000 00	Dept. Expenses,	2,992 63	Merged, 7 37
Public Park, Back Bay	Feb. 12, 1878,		" 25,000 00	Construction	25,000 00	
" " " "	" 26, 1878,		" 16,000 00	Land	16,000 00	
Park Department	Apr. 16, 1878,		" 6,000 00	Dept. Expenses,	4,300 00	Transferred to Back Bay, 1,700 00
Public Park, Back Bay	July 8, 1878,		" 25,000 00	Construction	25,000 00	
Park Nursery	" 31, 1878,		" 2,000 00	"	1,911 09	Merged, 88 91
Public Park, Back Bay	Mar. 15, 1879,	Transferred from Park Department	" 1,700 00	"	1,700 00	
Park Department	Apr. 29, 1879,		" 5,000 00	Dept. Expenses,	5,000 00	
Public Park, Back Bay	" 29, 1879,		" 120,000 00	Construction	120,000 00	
" " " "	" 10, 1880,		" 214,000 00	"	214,000 00	
Park Department	" 10, 1880,		" 5,000 00	Dept. Expenses,	4,767 97	Merged, 232 03
Park Nursery	" 10, 1880,		" 1,000 00	Construction	1,000 00	
Public Park, Back Bay	" 6, 1881,		" 202,000 00	"	202,000 00	
Park Department	" 6, 1881,		" 5,000 00	Dept. Expenses,	4,950 53	Merged, 49 47
Muddy River Improvement	" 6, 1881,		" 5,000 00	Construction	4,000 00	Transferred to Arboretum, 1,000 00
West Roxbury Park (Franklin Park)	Dec. 16, 1881,	Chap. 185, Acts 1875	Loan, 600,000 00	Land	600,000 00	
Charles River Embankment	" 24, 1881,	" "	" 300,000 00	"	300,000 00	
Muddy River Improvement	" 24, 1881,	" "	" 200,000 00	"	200,000 00	
City Point Park (Marine Park),	" 24, 1881,	" "	" 100,000 00	"	100,000 00	
East Boston Park (Wood Island Park)	" 24, 1881,	" "	" 50,000 00	"	50,000 00	
Arnold Arboretum	" 28, 1881,	" "	" 60,000 00	"	60,000 00	
Public Park, Back Bay	Apr. 20, 1882,		Appropriation, 200,000 00	Construction	200,000 00	
Park Department	" 20, 1882,		" 5,000 00	Dept. Expenses,	4,392 07	Merged, 607 93
" "	" 6, 1883,		" 5,000 00	"	5,000 00	
Park Nursery	" 6, 1883,		" 1,000 00	Construction		Transferred to Arboretum, 1,000 00
Public Park, Back Bay	" 6, 1883,		" 100,000 00	"	100,000 00	
Arnold Arboretum	" 6, 1883,		" 15,000 00	"	15,000 00	
West Roxbury Park (Franklin Park)	" 6, 1883,		" 5,000 00	"	5,000 00	
Wood Island Park	" 6, 1883,		" 5,000 00	"	1,000 00	Transferred to Arboretum, 4,000 00
City Point Park (Marine Park),	" 17, 1883,	Chap. 185, Acts 1875	Loan, 120,000 00	Land	120,000 00	

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Marine Park	June 21, 1883,		Appropriation,	3,000 00	Construction	3,000 00	
Charles River Embankment	" 21, 1883,		"	1,000 00	"	1,000 00	
Arnold Arboretum	Jan. 1, 1884,	Transfer'd from Wood Island Park	"	4,000 00	"	4,000 00	
" "	" 1, 1884,	Transfe'd from Muddy River Improvement	"	1,000 00	"	1,000 00	
" "	" 1, 1884,	Transfer'd from Park Nursery	"	1,000 00	"	1,000 00	
West Roxbury Park (Franklin Park)	" 4, 1884,	Chap. 185, Acts 1875	Loan,	500,000 00	Land	500,000 00	
Public Park, Back Bay	Apr. 30, 1884,		Appropriation,	150,000 00	Construction	150,000 00	
Charles River Embankment	" 30, 1884,		"	126,000 00	"	126,000 00	
Wood Island Park	" 30, 1884,		"	25,000 00	"	25,000 00	
West Roxbury Park (Franklin Park)	" 30, 1884,		"	24,000 00	"	16,000 00	Transferred to Arboretum, 8,000 00
Marine Park	" 30, 1884,		"	24,000 00	"	24,000 00	
Arnold Arboretum	" 30, 1884,		"	20,000 00	"	20,000 00	
Park Department	" 30, 1884,		"	5,000 00	Dept. Expenses,	5,000 00	
Arnold Arboretum	Nov. 22, 1884,	Transferred from West Roxbury Park	"	8,000 00	Construction	8,000 00	
Public Park, Back Bay	Apr. 30, 1885,		"	45,000 00	"	45,000 00	
Marine Park	" 30, 1885,		"	15,000 00	"	15,000 00	
Arnold Arboretum	" 30, 1885,		"	10,000 00	"	10,000 00	
Franklin Park	" 30, 1885,		"	5,000 00	"	5,000 00	
Wood Island Park	" 30, 1885,		"	5,000 00	"	5,000 00	
Park Department	" 30, 1885,		"	4,000 00	Dept. Expenses,	4,000 00	
Park Nursery	" 30, 1885,		"	3,000 00	Construction	3,000 00	
Franklin Park	June 29, 1885,		"	10,000 00	"	10,000 00	
Wood Island Park	Sept. 26, 1885,		"	2,600 00	"	2,600 00	
Park Nursery	Nov. 14, 1885,		"	2,000 00	"	2,000 00	
Charles River Embankment	" 14, 1885,	Chap. 185, Acts 1875	Loan,	16,000 00	Land	16,000 00	
" " "	" 20, 1885,	" "	"	50,000 00	Construction	50,000 00	
Marine Park	" 14, 1885,	" "	"	13,000 00	Land	12,972 57	Transferred to City Account, 27 43
Public Park, Back Bay	Dec. 28, 1885,	Transfer'd from Covered Channel, Muddy River		2,300 00	Construction	2,300 00	
Park Department	May 6, 1886,		Appropriation,	6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 6, 1886,		"	5,000 00	Construction	5,000 00	
Arnold Arboretum	Apr. 24, 1886,	Chap. 185, Acts 1875	Loan,	4,000 00	Land	4,000 00	
" "	June 12, 1886,	" "	"	16,000 00	"	15,932 71	Transferred to Sinking-Fund, 67 29
Charles River Embankment	Oct. 22, 1886,	" "	"	55,000 00	"	54,886 45	Transf'red to Sinking-Fund, 113 55
Public Park Construction	Jan. 4, Feb. 10, Dec. 31, 1887	Chap. 304, Acts 1886	"	2,500,000 00	Construction	2,500,000 00	
Park Department	Apr. 30, 1887,		Appropriation,	6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 30, 1887,		"	5,000 00	Construction	5,000 00	

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Public Parks. — Table of Appropriations. — *Concluded.*

Name.	Date.	Special statutes.	Amount.	Object.	Amount expended.	Balance.
Park Maintenance	Apr. 30, 1887,		Appropriation, $15,000 00	Maintenance	$14,965 44	Merged, $34 56
Public Park Lands	June 4, 1887,	Chap. 312, Acts 1887	Loan, 400,000 00	Land	400,000 00	
Park Department	" 2, 1888,		Appropriation, 6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 2, 1888,		" 5,000 00	Construction	5,000 00	
Park Maintenance	" 2, 1888,		" 20,000 00	Maintenance	20,000 00	
Park Department	Apr. 29, 1889,		" 7,500 00	Dept. Expenses,	7,500 00	
Park Nursery	" 29, 1889,		" 6,000 00	Construction	5,969 45	Merged, 30 55
Park Maintenance	" 29, 1889,		" 35,000 00	Maintenance	35,000 00	
Public Park Lands	Feb. 11, 1890,	Chap. 392, Acts 1888	Loan, 600,000 00	Land	600,000 00	
" " received from town of Brookline	" 11, 1890,	" 339, " 1890	" 20,000 00	"	20,000 00	
Park Maintenance	Mar. 8, 1890,	Transferred by City Auditor	" 2,836 52	Maintenance	2,836 52	
" "	May 9, 1890,		Appropriation, 56,500 00	"	56,500 00	
Public Parks, Charlestown	Oct. 13, 1890,	Chap. 271 and 444, Acts 1890	Loan, 200,000 00	Land and Cons.,	200,000 00	
Franklin Park	" 17, 1890,	Chap. 185, Acts 1875	" 14,000 00	Land	14,000 00	
Charlesbank	Apr. 15, 1891,	Transferred from sale of city property	2,869 02	"	2,869 02	
Park Maintenance	May 7, 1891,		Appropriation, 60,000 00	Maintenance	60,000 00	
Public Parks	" 20, 1891,	Chap. 301, Acts 1891	Loan, 3,500,000 00	Land and Cons.,	3,500,000 00	
Park Department	Jan. 30, 1892,		Appropriation, 60,000 00	Maintenance	60,000 00	
" "	May 18, 1892,	Transferred from Reserved Fund by Mayor and Committee on Finance	5,000 00	"	5,000 00	
" "	June 9, 1892,		8,000 00	"	8,000 00	
" "	Jan. 31, 1893,	Transferred by City Auditor	3,626 07	"	3,626 07	
" "	Feb. 10, 1893,		Appropriation, 80,000 00	"	80,000 00	
" "	Dec. 6, 1893,	Transferred by City Auditor	20,000 00	"	20,000 00	
" "	Jan. 31, 1894,	Transferred by City Auditor	6,431 80	"	6,431 80	
Public Parks, Wards 6 and 7	May 17, 1893,	Chap. 282, Acts 1893	Appropriation, 350,000 00	Land and Cons.,	199,563 44	Balance, 150,436 56
Playstead, No. Brighton	July 10, 1893,		" 25,000 00	Land	21,114 83	Balance, 3,885 17
Public Parks	Feb. 1, 1894,		" 500,000 00	Construction	500,000 00	

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Public Parks	Feb. 1, 1894,	Transferred from Crushed Stone Appropriation for Street Improvements	Appropriation,	50,000 00	Street Improv'ts.	50,000 00	
Park Department	" 12, 1894,		"	100,000 00	Maintenance	100,000 00	
" "	May 10, 1894,		"	7,000 00	"	7,000 00	
Public Parks	June 8, 1894,	Chap. 396, Acts 1894. Not to be issued until after January 1, 1895	Loan,	1,000,000 00	Land and Cons.,	231,123 62	Balance, 768,876 38
Park Department	" 11, 1894,		Appropriation,	5,000 00	Maintenance	5,000 00	
" "	Dec. 31, 1894,	Transferred by City Auditor		3,898 61	"	3,898 61	
				$13,711,662 02		$12,770,014 20	$941,647 82
Income appropriated to Maintenance by City Council order approved December 18, 1883 1883				1,772 28			
Income appropriated to Maintenance by City Council order approved December 18, 1883 1884				13,896 08			
Income appropriated to Maintenance by City Council order approved December 18, 1883 1885				12,999 80			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1886				15,900 93			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1887				7,415 54			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1888				3,950 06			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1889				4,421 12			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1890				6,452 97		66,808 78	
				$13,778,470 80		$12,836,822 98	$941,647 82

Summary.

Appropriations for Construction	$4,529,600 00
" " Land and Construction	5,050,000 00
" " Land	3,561,869 02
" " Maintenance, including Income . .	555,101 78
" " Department expenses	81,900 00
	$13,778,470 80
Less expenditures as above	12,836,822 98
	$941,647 82
Less transfers and merged balances	18,449 71
Balances on hand January 31, 1895	$923,198 11

Expenditures, as above	$12,836,822 98
Expenditures, as per City Auditor's Account	12,829,590 85
Difference	$7,232 13

NOTE.

The difference between the total cost of land, construction, and maintenance as given in the Auditor's table and that given above is due to special drafts, amounting to $7,232.13 drawn by this department but not yet paid.

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Park Statistics to January 31, 1895.

Parks.	Year of Taking.	Cost to Date. Land.	Cost to Date. Construction.	Total.	Area.	Length of Driveways.	Length of Walks.	Length of Rides.	Area of Ponds and Rivers.
Main Park System:									
Commonwealth Avenue	1894	.....	$92,997 18	$92,997 18	30 acres	2.8 miles	4.13 miles		
*Fens	1879	$596,254 49	2,025,654 57	2,621,900 06	115 "	4 "	6.7 "	1.1 miles	28 acres.
*†Riverway	1890	452,457 53	532,630 26	985,087 79	40 "	1.4 "	2.8 "	1.2 "	8 "
†Leverett Park	1890 and 1892	259,016 17	316,508 75	575,524 92	60 "	1.2 "	3.4 "	0.9 mile	14 "
Jamaica Park	1892	645,862 69	117,466 66	763,329 35	120 "	1.5 "	5.6 "	0.7 "	64.5 "
Arborway	1892	131,507 08	173,761 75	305,268 83	36 "	3.4 "	1.25 "	1.4 miles	
*Arboretum	1892	74,043 38	227,564 01	301,607 39	155 "	2.1 "	4.2 "	.....	0.6 acre.
West Roxbury Parkway	1894	6,115 94	689 81	6,805 75	150 "	4.1 "			
*Franklin Park	1883 and 1884	1,551,196 63	1,625,227 31	3,176,423 94	527 "	10.0 "	19.1 "	2.5 "	7.4 acres.
Marine Park System:									
Dorchesterway	1892	59,887 89	45,165 14	105,053 03	6 "	0.75 mile	1.6 "		
Strandway	1890 and 1892	356,830 97	22,135 00	378,965 97	20 " land, 174 " flats	1.7 miles	3.1 "		
*Marine Park	1883	232,972 57	871,935 92	1,104,908 49	32 " land, 235 " flats	0.9 mile	2.6 "	.....	4.4 "
Castle Island	1890	.....	31,960 83	31,960 83	21 "	0.4 "	1.6 "		
*Charlesbank	1883	373,916 99	282,208 12	656,125 11	10 "	.....	1.5 "		
*Wood Island Park	1882 and 1891	132,800 00	189,006 02	321,806 02	46 " land, 165 " flats	1.1 miles	2.9 "		
*Charlestown Heights	1891	50,538 02	88,107 35	138,645 37	4 " land, 6 " flats	.....	0.4 mile		
*Charlestown Playground	1891	172,923 31	5,720 48	178,643 79	14 " land, 4 " flats	.....	0.9 "		
Public Park, North End	1893	194,407 64	5,155 80	199,563 44	4 " land, 3 " flats	.....	0.43 "		
Dorchester Park	1891	31,401 13	2,789 37	34,190 50	26 "				
Franklin Field	1892	127,812 36	63,879 93	191,692 29	77 "				
*Playstead, No. Brighton	1894	21,479 83	.....	21,479 83	14 "				
		$5,471,424 62	$6,720,564 26	$12,191,988 88					
General account	.....	.....	73,987 50	73,987 50					
Park Nursery	.....	.....	29,947 07	29,947 07					
Betterment expenses	.....	.....	13,356 10	13,356 10					
			$6,837,854 93	$12,309,279 55	2,094 acres.	35.35 miles.	62.21 miles.	7.8 miles.	126.9 acres.

* The land in these parks has been paid for in full. † An additional area of 34 acres is within the limits of the town of Brookline.

Of the above total lengths of Driveways, Walks, and Rides, there have been completed to date, respectively, 20.4 miles, 27.8 miles, and 5.8 miles. The difference between the total cost of land and construction, as given in the Auditor's statement and that given above, or $38.55, is accounted for by drafts drawn and not paid amounting to $7,232.13, and by the Auditor's maintenance account being $7,193.58 less than the maintenance account of this department.

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INDENTURE BETWEEN THE COMMONWEALTH AND THE CITY TRANSFERRING TO THE LATTER THE CARE, CONTROL, AND CUSTODY OF THAT PART OF THE WEST ROXBURY PARKWAY TAKEN BY THE METROPOLITAN PARK COMMISSION.

Whereas the Commonwealth of Massachusetts, through its Board of Metropolitan Park Commissioners, created by act of the Legislature of said Commonwealth, Acts of 1893, Chapter 407, has taken land and rights in land, for the West Roxbury Parkway, so called (being a tract of land on Bellevue Hill, so called, bounded in part by Washington and LaGrange streets, with an approach or roadway leading southerly from Weld street), lying wholly in the City of Boston and County of Suffolk and said Commonwealth, said lands being particularly described in three takings made by said Metropolitan Park Commission, one dated April 30, 1894, and two dated November 30, 1894, accompanied by official plans of said commissioners, numbered respectively 12, 13, and 16, all duly recorded with Suffolk Deeds, reference to which or to the records thereof is hereby made for more particular description; and

Whereas, Said Metropolitan Park Commission deems it advisable and expedient to transfer the care and control of the open space constituting said parkway to the Board of Park Commissioners of the City of Boston aforesaid, at the request of said Boston Park Commissioners, with the consent and approval of said City of Boston, duly obtained and evidenced by instruments hereunto annexed, reference to which is hereby made:

Now, therefore, this indenture, made this twentieth day of December, A.D. 1894, between the Board of Metropolitan Park Commissioners above named, of the first part, and the Board of Park Commissioners of said City of Boston, of the second part.

Witnesseth, That in consideration of the premises, said party

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of the first part doth hereby, under and by virtue and in pursuance of the power and authority upon it conferred by said act of the Legislature, and of every other power and authority hereto enabling, and in further consideration of one cent to it paid by said Board of Park Commissioners of the City of Boston, transfer, assign, and set over unto the said Board of Park Commissioners of the City of Boston, and their successors for the time being, the care, control, and custody of all the lands and rights in land hereinbefore mentioned or referred to.

To have and to hold the same for the term of nine hundred and ninety-nine years from the first day of December, A.D. 1894, free of rent or compensation, but without expense of any kind to said party of the first part.

And the said Board of Park Commissioners of said City of Boston doth hereby, in consideration of all the above-made recitals and facts and the transfer herein made, accept the care, custody, and control of the lands and rights in land above described or referred to, upon the terms and for the uses and purposes above prescribed.

In witness whereof, we the undersigned Board of Metropolitan Park Commissioners, and we the undersigned Board of Park Commissioners of the City of Boston, all duly authorized as aforesaid, but in no event incurring any personal liability by reason of the execution of this indenture, have hereunto interchangeably set our hands and seals, this twentieth day of December, A.D. 1894.

METROPOLITAN PARK COMMISSION,

CHARLES FRANCIS ADAMS, *Chairman.*	(Seal.)
PHILIP A. CHASE.	(Seal.)
WILLIAM B. DE LAS CASAS.	(Seal.)
A. L. RICHARDS.	(Seal.)

BOARD OF PARK COMMISSIONERS OF THE CITY OF BOSTON,

CHARLES F. SPRAGUE, *Chairman.*	(Seal.)
FRANCIS A. WALKER.	(Seal.)
JOHN F. ANDREW.	(Seal.)

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. DECEMBER 20, 1894.

Then personally appeared the above-named Charles Francis Adams and acknowledged the foregoing instrument to be his free act and deed.

Before me,

HERBERT S. CARRUTH,
Justice of the Peace.

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

[Stat. 1894. — Chap. 288.]

AN ACT TO AUTHORIZE THE METROPOLITAN PARK COMMISSION TO CONSTRUCT ROADWAYS AND BOULEVARDS.

Section 1. The board of metropolitan park commissioners constituted under the authority of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, is hereby authorized to connect any road, park, way or other public open space with any part of the cities or towns of the metropolitan parks district under its jurisdiction, by a suitable roadway or boulevard, and for this purpose to exercise any of the rights and powers granted to said board by said act, in the manner prescribed by said act, and also to take or acquire in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, any lands or rights or easements or interest in land within said district, although the land so taken or any part thereof be already a street or way, and to construct and maintain along, across, upon or over the same or any other land acquired by said board by said act, a suitable roadway or boulevard; *provided, however*, that the concurrence of the board of aldermen in the city of Boston for the county of Suffolk, or the concurrence of each other county or city or town outside of said county of Suffolk, wherein any portion of any street, way, land or rights in land is taken by right of eminent domain be obtained, to the taking of said portion by vote of its county commissioners, city government or board of selectmen respectively.

Sect. 2. Said board shall have the same authority to determine the value of, and assess upon real estate the amount of betterments accruing to, said real estate by the locating and laying out of any roadway or boulevard herein authorized, as is conferred by chapter fifty-one of the Public Statutes upon boards

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of city or town officers authorized to lay out streets or ways, and the provisions of the first eight sections of said chapter, relating to ways, shall apply to such assessments by said board; *provided, however*, that no assessment shall be made upon any real estate except such as abuts upon the street from the laying out of which the betterment accrues; and *provided, further*, that no betterment or damages shall be assessed upon or paid to any city or town under this act.

SECT. 3. In furtherance of the powers herein granted said board may appoint clerks, police and such other employees as it may from time to time find necessary for the purposes of this act, remove the same at pleasure, and make rules and regulations for the government and use of the roadways or boulevards under its care, breaches whereof shall be breaches of the peace, punishable as such in any court having jurisdiction of the same; and in addition said board shall have the same rights and powers over and in regard to the roadways or boulevards taken and constructed hereunder as are or may be vested in them in regard to other open spaces by said chapter four hundred and seven and acts in amendment thereof and in addition thereto, and shall also have such rights and powers in regard to the same as, in general, counties, cities and towns have over public ways under their control; *provided, however*, that nothing in this act contained shall be taken or held to affect or abridge the right of any city or town lying within said district to pursue and apprehend, as it lawfully may from time to time, any person or persons who commit within the limit of said city or town any breach of any statute, ordinance or regulation. The liability arising out of any defect or want of repair in any roadway or boulevard maintained by said metropolitan park commission under this act, and the rights and remedies thereto appertaining, shall be in all respect the same as those provided by law in relation to the repairs of public ways and bridges, in chapter fifty-two of the Public Statutes and any acts passed from time to time in addition thereto or amendment thereof. Actions seeking to enforce such rights and remedies shall be brought against the commissioners as such, but there shall never be any personal liability on the part of them

or any of them to any person injured as aforesaid by reason of such defect or want of repair. Notices required to be served upon the defendant in proceedings hereunder shall be served upon the chairman of the board or its secretary. All sums recovered against said commission under the foregoing provisions, together with any costs of suit and counsel fees, expenses and interest, shall be taken and held to be expenses of care and maintenance, within the intent and meaning of this act as hereinafter expressed and provided for. Said board may maintain in repair and lease buildings, together with land appurtenant thereto, upon any portion of the property at any time taken or acquired by it; and also may erect, maintain in repair and lease such buildings, with land appurtenant thereto, upon any property at any time under its control, as may fairly be necessary to serve the public uses for which such property is held. Said board shall have suitable office accommodations for its purposes, and shall keep the plans, documents, records and accounts of its doings at such office, and each year shall include a report of the same, with a full statement of receipts and disbursements hereunder in the report required by said chapter four hundred and seven.

Sect. 4. The board of aldermen of said city of Boston for the county of Suffolk, and all other counties lying partly within said district by vote of their county commissioners, the cities within said district by vote of their city governments, and the towns within said district by vote of their selectmen, are hereby respectively authorized and empowered to concur in any taking by said board, and thereby to transfer their rights in any streets or lands taken thereunder.

Sect. 5. Said board shall estimate and determine as near as may be all damages sustained by any person or corporation by the taking of land, or any right therein under this act; but any one aggrieved by such determination of the board may have such damages assessed by a jury of the superior court in the same manner as is provided by law with respect to damages sustained by reason of the laying out of ways. If upon trial damages are increased beyond the award of the board the aggrieved party shall recover costs, otherwise such party shall pay costs; and costs

shall be taxed as in civil cases; but no suit for such damages shall be brought after the expiration of two years from the date of the recording of the taking, as required by the following section.

SECT. 6. Within sixty days after any street, way, land or right therein is acquired or taken under this act, the board shall file and cause to be recorded in the proper registry of deeds, a description thereof sufficiently accurate for its identification, with a statement of the purpose for which the same is acquired or taken, which description shall be signed by a majority of said board.

SECT. 7. To meet the expenses of taking and constructing said roadways or boulevards herein provided for, the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name of the Commonwealth and under its seal, to an amount not exceeding five hundred thousand dollars, for a term not exceeding forty years. Such scrip or certificates of debt shall be registered as bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as Metropolitan Parks Loan, Series 2; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified therein, in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above-specified, as the governor and council shall deem best. The treasurer and receiver general shall on issuing any of said scrip or certificates of debt establish a sinking fund and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on this loan as it accrues.

SECT. 8. The commissioners required to be appointed by sec-

tion eight of said chapter four hundred and seven shall also, in the manner therein required, determine the proportion in which each of the cities and towns of the said district shall annually pay money into the treasury of the Commonwealth, during each of the five years next following the first issue of said scrip or certificates of debt, to meet one half the interest and sinking fund requirements for each of said years, as estimated by the Treasurer of the Commonwealth, and one half the expense of care and maintenance, and one half of the office and running expenses of said board occasioned by this act, as estimated by said board and certified to said treasurer, and one half of any deficiency in the amount previously paid in, and shall then return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. Before the expiration of said term of five years, and every five years thereafter, the commissioners then appointed under said section eight of said act shall, in the manner directed in said act, determine the proportion in which each of the cities and towns of said district shall annually pay money into the treasury of the Commonwealth as aforesaid, for the ensuing term of five years, and shall return their award into said court; and when said award shall have been accepted by said court the same shall be a final and conclusive adjudication of all matters herein referred to said commissioners and shall be binding on all parties. The remaining one half of all said annual expenses shall be paid by the Commonwealth.

Sect. 9. The metropolitan park commission shall annually estimate the expenses of preservation and necessary care of said public reservations for the ensuing year, and the proportion of office and running expenses occasioned by the passage of this act, and certify the same to the treasurer, who shall apportion said expenses in the manner provided in the following section.

Sect. 10. The amount of money required each year from each city and town of the metropolitan parks district, to meet the interest, sinking-fund requirement, and expenses aforesaid for each year, and deficiency, if any, shall be estimated by the treasurer

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of the Commonwealth in accordance with the proportion determined as aforesaid, and shall be included in and made a part of the sum charged to such city or town and be assessed upon it in the apportionment and assessment of its annual state tax; and said treasurer shall in each year notify each city and town of the amount of such assessment, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment and as a part of its state tax. The amount of money required each year to meet the remaining one half of the interest, sinking fund requirement and expenses aforesaid for each year, and deficiency, if any, shall be included in and made a part of the annual state tax levy.

SECT. 11. The supreme judicial court shall have jurisdiction in equity to enforce the provisions of this act, and shall fix and determine the compensation of all commissioners appointed by said court, whether under the provisions hereof or of said chapter four hundred and seven.

SECT. 12. This act shall take effect upon its passage.

[Approved April 21, 1894.]

[STAT. 1894 — CHAP. 396.]

AN ACT TO AUTHORIZE THE CITY OF BOSTON TO INCUR INDEBTEDNESS BEYOND THE LIMIT FIXED BY LAW, FOR PARK PURPOSES.

SECTION 1. The city treasurer of the city of Boston, to pay the expenses of construction of the public parks of said city, including the payments for land, shall from time to time, as specified in requests of the board of park commissioners of said city, approved by the mayor, issue notes, bonds or scrip of said city, but the total amount so issued shall not exceed one million dollars. Said notes, bonds or scrip shall be made payable in thirty years from their date, and bear interest payable semi-annually at a rate not exceeding four per cent. per annum, to be fixed by said treasurer with the approval of said mayor.

SECT. 2. Said treasurer shall sell said notes, bonds or scrip so issued and retain the proceeds thereof in the treasury of the city, and pay therefrom the expenses aforesaid, as they may hereafter be contracted by said board; *provided, however*, that he shall pay over to the board of commissioners of sinking funds of said city any premiums received in the sale of said notes, bonds or scrip; and said board of commissioners of sinking funds shall place all amounts so paid by said treasurer in the sinking fund for the payment of the loan hereby authorized.

SECT. 3. The debts and loans authorized by this act shall not be included in determining the limit of indebtedness fixed for said city, and the notes, bonds or scrip shall not be issued until after the first day of January in the year eighteen hundred and ninety-five.

SECT. 4. This act shall take effect upon its acceptance by the city of Boston.

[Approved May 17, 1894.]

[STAT. 1894 — CHAP. 483.]

AN ACT TO AUTHORIZE THE COMMONWEALTH TO ACQUIRE THE LOCATION IN PART OF THE BOSTON, REVERE BEACH & LYNN RAILROAD, AND TO AUTHORIZE A RELOCATION IN PART OF SAID RAILROAD.

SECTION 1. The metropolitan park commission created by chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby further authorized and empowered, to the full extent of the Commonwealth's power of eminent domain, to take and acquire in the name and for the benefit of the Commonwealth, by the exercise hereunder of any of the powers named in said act and in the manner therein prescribed, all the right, title and interest of the public or any corporation or individual in, to or concerning any of the land, flats, or beach in the town of Revere lying along, upon or near, and including so much of, the present location and railroad of the Boston, Revere Beach & Lynn Railroad Company, as said board

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may deem best, and to hold, maintain, and care for the same as a park or public open space for exercise and recreation, in the manner prescribed in said act: *provided, however*, that said board shall not interfere with the operation of said railroad during a period of twelve months from the time of taking or acquiring any portion thereof.

SECT. 2. The damages sustained by said railroad company or by any other corporation or individual by reason of any taking or acquisition hereunder by said board, shall be estimated, determined, assessed and recovered in the manner provided in section seven of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three.

SECT. 3. Said board may erect, maintain in repair or lease such buildings, with land appurtenant thereto, as they may deem necessary, upon any property at any time lawfully held or controlled by them under the provisions of this act.

SECT. 4. Section nine of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby amended by inserting in the second line, after the word "act," the words: — and all other acts in amendment hereof and in addition hereto, — and by inserting in the sixth line, after the word "million," the words: — five hundred thousand, — so as to read as follows: — *Section 9.* To meet the expenses incurred under the provisions of this act and all other acts in amendment hereof and in addition hereto, the treasurer and receiver general shall, with the approval of the governor and council, issue scrip or certificates of debt in the name and behalf of the Commonwealth and under its seal, to an amount not exceeding one million five hundred thousand dollars, for a term not exceeding forty years. Said scrip or certificates of debt shall be issued as registered bonds or with interest coupons attached, and shall bear interest not exceeding four per cent. per annum, payable semi-annually on the first days of January and July in each year. Such scrip or certificates of debt shall be designated on the face as the Metropolitan Parks Loan; shall be countersigned by the governor, and shall be deemed a pledge of the faith and credit of the Commonwealth, and the principal and interest shall be paid at the times specified

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therein in gold coin of the United States; and said scrip or certificates of debt shall be sold and disposed of at public auction or in such other mode and at such times and prices, and in such amounts and at such rates of interest, not exceeding the rate above-specified, as the governor and council shall deem best. The treasurer and receiver general shall, on issuing any of said scrip or certificates of debt, establish a sinking-fund, and apportion an amount to be paid thereto each year sufficient with its accumulations to extinguish the debt at maturity. Any premium realized on the sale of said scrip or certificates of debt shall be applied to the payment of the interest on said loan as it accrues.

SECT. 5. After such taking or acquisition of its lands, railroad or location hereunder, said railroad company may, in accordance with the provisions of chapter one hundred and twelve of the Public Statutes and of all general laws then in force relating to the fixing of the route of railroads, the laying out of the same and the taking of lands and the payments of damages therefor, take a new location and necessary land and rights in land within the town of Revere, and construct, maintain and operate a new line of railroad outside of the lands taken or acquired by said board, in place of the portion of the location and railroad taken or acquired as aforesaid.

SECT. 6. This act shall take effect upon its passage.

[Approved June 16, 1894.]

[STAT. 1894 — CHAP. 509.]

AN ACT TO AUTHORIZE THE METROPOLITAN PARK COMMISSION TO EXPEND A SUM OF MONEY IN ADDITION TO THE AMOUNTS HERETOFORE AUTHORIZED, FOR OPEN SPACES ALONG OR NEAR THE CHARLES RIVER.

SECTION 1. The metropolitan park commission, for the purpose of acquiring and making available, under chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, open spaces for exercise and recreation along or near the Charles river, from the Essex street bridge, so-called, at

Cottage Farms, towards the source of the river, may expend the sum of three hundred thousand dollars in addition to any and all sums hitherto authorized to be expended by them by said act and by all acts in addition thereto or in amendment thereof; and to meet the expenses incurred hereunder, the treasurer and receiver general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the Metropolitan Parks Loan, and establish a sinking fund to provide for the same; said scrip or certificates of indebtedness to be issued and said sinking fund to be established, assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, as far as applicable hereto.

SECT. 2. Said act is hereby amended by striking out section eleven and inserting in place thereof the following: — *Section 11.* The metropolitan park commission shall annually estimate and certify to the auditor the expenses of preservation and necessary care of said public open spaces for the ensuing year, which expenses shall be apportioned by the treasurer and receiver general in the manner provided in the following section.

[Approved June 22, 1894.]

STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

Year.	Chapter.	
1866.	247.	— An Act to authorize the Erection of a Sea-wall, and the filling of certain flats in Charles river, to abate a nuisance.
*1870.	283.	— An Act for the Laying out of one or more Public Parks in or near the City of Boston.
†1875.	185.	— An Act for the Laying out of Public Parks in or near the City of Boston.
1880.	144.	— An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
1881.	92.	— An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Charles-river Embankment.]
1881.	197.	— An Act to authorize the Construction of the Charles-river promenade.
1882.	168.	— An Act to authorize the City of Boston to Issue a Public Park Loan.
1884.	226.	— An Act in relation to betterments for Locating, Laying out, and Constructing Streets, Ways, and Public Parks.
1884.	237.	— An Act in relation to assessments for Public Improvements.
1885.	299.	— An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.
1885.	360.	— An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]

* This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

† This Act was accepted by a majority of the legal voters voting thereon, June 9, 1875. Yeas, 3,706; Nays, 2,311.

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Year.	Chapter.	
1886.	65.	— An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.
1886.	134.	— An Act to change a portion of the line of the Sea-wall of the Public Park in the City of Boston, known as the Charles-river Embankment.
1886.	304.	— An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.
1887.	312.	— An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.
1887.	427.	— An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.
1888.	376.	— An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.
1888.	392.	— An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.
1889.	129.	— An Act relating to buildings in the Public Parks of the City of Boston.
1889.	438.	— An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.
1890.	271.	— An Act to authorize the City of Boston to incur indebtedness outside of its debt limit, to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.
1890.	339.	— An Act changing the boundary between the City of Boston and the Town of Brookline.
1890.	444.	— An Act to amend an Act authorizing the City of Boston to incur indebtedness outside of its debt limit to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.

Year.	Chapter.	
1891.	301.	— An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.
1891.	344.	— An Act to authorize the City of Boston to construct a Sea-wall and extend the Charles-river Embankment.
1891.	390.	— An Act to provide for the appointment of the Charles-river Improvement Commission.
1892.	371.	— An Act to authorize the City of Boston to take Jamaica Pond and Ward's Pond for a Public Park.
1893.	126.	— An Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.
1893.	211.	— An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.
1893.	225.	— An Act to authorize cities and towns to establish and maintain Public Playgrounds.
1893.	258.	— An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.
1893.	282.	— An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.
1893.	300.	— An Act relative to the Laying out of Public Parks by towns and cities. [Boulevard Act.]
1893.	331.	— An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.
1893.	407.	— An Act to establish a Metropolitan Park Commission.
1893.	416.	— An Act relating to an Act relative to the Laying out of Public Parks by towns and cities. [Amending Stat. 1893, Chap. 300.]
1893.	435.	— An Act in relation to the construction of a Sea-wall and the extension of the Charles-river Embankment by the City of Boston.

Year.	Chapter.	
1893.	475.	— An Act to provide for the Improvement of Charles river.
1894.	288.	— An Act to authorize the Metropolitan Park Commission to construct Roadways and Boulevards.
1894.	396.	— An Act to authorize the City of Boston to incur indebtedness beyond the limit fixed by law, for Park purposes.
1894.	483.	— An Act to authorize the Commonwealth to acquire the location in part of the Boston, Revere Beach & Lynn Railroad, and to authorize a relocation in part of said railroad.
1894.	509.	— An Act to authorize the Metropolitan Park Commission to expend a sum of money in addition to the amounts heretofore authorized, for open spaces along or near the Charles river.

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ORGANIZATION,

1894-95.

Board of Commissioners of the Department of Parks.

CHARLES F. SPRAGUE, *Chairman.*
(Resigned in January, 1895.)
JOHN F. ANDREW, *Chairman.*
(From January 28, 1895.)
FRANCIS A. WALKER,
EDWARD C. HODGES.

Secretary.
GEORGE F. CLARKE.

Landscape Architects Advisory.
OLMSTED, OLMSTED & ELIOT.

Assistant Landscape Gardener.
W. L. FISCHER.

City Engineer.
WILLIAM JACKSON.

Assistant Engineer-in-Charge.
E. W. HOWE.

Purchasing Agent.
O. L. SHAW.

OFFICE OF COMMISSIONERS,
53 State Street, Boston.

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N 104
BEACON BLDG., BOSTON, MASS.
SALEM, MASS.

City of Boston.

DEPARTMENT OF PARKS.

TWENTY-FIRST ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1896.

PRINTED FOR THE DEPARTMENT.
1896.

DEPARTMENT OF PARKS.

REPORT.

HON. JOSIAH QUINCY,

Mayor of the City of Boston:

SIR: In accordance with the provisions of the Revised Ordinances, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report:

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve Months ending January 31, 1896.

MAIN PARK SYSTEM.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan for Public Parks	$543,527 85	
Amount transferred from appropriation for Maintenance	73,460 07	
Amount contributed by abutters, Commonwealth ave.,	5,000 00	
		$621,987 92

Commonwealth Avenue.

EXPENDITURES FOR CONSTRUCTION.

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$1,282 28		
Drainage: labor and materials,	747 11		
Settees	375 00		
Sidewalks: labor and materials	339 31		
Engineers and expenses	177 35		
General work: labor and materials	44 00		
		$2,965 05	
Plantations.			
Labor and expenses		2,034 64	
Tools and Implements.			
Sprinkler, etc.		884 90	
			$5,884 59

Fens.

EXPENDITURES FOR CONSTRUCTION.

Charlesgate Bridge.

Raising grade: labor and materials		$8,611 88	
Fen Bridge.			
Raising grade: labor and materials		1,807 99	
Roadways, Sidewalks, Gutters, and Drainage.			
Sidewalks: labor and materials	$804 40		
Roadways: labor and materials	7 35		
		811 75	
Grading, Loam, and General Work.			
Engineers and expenses	$421 29		
Grading: labor and materials	148 12		
		569 41	
Amounts carried forward,		$11 801 03	$5,884 59

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Amounts brought forward.		$11,801 03	$5,884 59
	Plantations.		
Labor and expenses		430 05	
	Administration Building.		
City Architect's department, for plans .		350 00	
	Plans and Designs.		
Landscape architects and expenses .		26 75	
			12,607 88

RIVERWAY.

EXPENDITURES FOR CONSTRUCTION.

	Roadways, Sidewalks, Gutters, and Drainage.		
Roadways: labor and materials	$4,999 04		
Gutters: labor and materials,	1,512 96		
Drainage: labor and materials	61 56		
Sidewalks: labor and materials	44 25		
		$6,617 81	
	Clearing, Grading, Loam, and General Work.		
Superintendence and general work	$2,956 96		
Engineers and expenses . .	1,824 76		
Loam: labor and materials .	735 51		
Grading: labor and materials	637 90		
		6,155 13	
	Plantations.		
Labor and expenses . . .		3,302 12	
	Plans and Designs.		
Landscape architects and expenses .		1,581 73	
	Retaining Wall.		
Labor and materials		710 00	
	Administration Building.		
Labor, expenses, furnishing, etc. . .		601 53	
Amounts carried forward,		$18,968 32	$18,492 42

Amounts brought forward,		$18,968 32	$18,492 42

Foot-bridge and Culverts.

Labor and materials		15 33	
			18,983 65

LEVERETT PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Expenses in trials of suits . . .		$1,034 80	

Plantations.

Labor and expenses		7,526 31	

Clearing, Grading, Loam, and General Work.

Engineers and expenses .	$1,764 19		
Loam: labor and materials .	1,739 03		
Grading: amount paid under contract	1,629 76		
General work: labor and materials	947 49		
Fence: labor and materials .	472 79		
Grading: labor and materials,	385 07		
Clearing grounds: labor and materials	67 61		
			7,005 94

Roadways, Sidewalks, Gutters, and Drainage.

Roadways: labor and materials	$5,827 99		
Drainage: labor and materials	221 38		
Gutters: labor and materials,	144 41		
			6,193 78

Plans and Designs.

Landscape architects and expenses .		1,587 23	

Walls and Steps.

Labor and materials		1,282 19	

Electric Lighting.

Lamp-posts and cable: amount paid under contract		780 93	
Amounts carried forward,		$25,411 18	$37,476 07

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Amounts brought forward,	$25,411 18	$37,476 07
Water Supply.		
Water-pipes and labor	501 38	
Retaining Wall.		
Amount paid under contract . .	402 60	
Machinery, Tools, and Implements.		
Sprinkler	385 00	
Leverett Pond Bridge.		
Shepley, Rutan, & Coolidge, for plans .	93 13	
Boating Service.		
Labor and materials	68 58	
Iron Railings.		
Advertising and printing . . .	1 25	
		26,863 12

JAMAICA PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .	$166,755 87	
Expenses in trials of suits,	225 00	
		$166,980 87

Pine Bank House.

Building: amount paid under contract	$16,311 71		
Heating: amount paid under contract	1,000 00		
Wheelwright and Haven, for superintendence . .	365 30		
City Architect's department, for plans	204 67		
Electric wiring: amount paid under contract . . .	187 50		
Drainage: labor and materials	174 33		
Advertising and printing .	131 64		
Labor and materials . .	55 46		
		18,430 61	
Amounts carried forward,		$185,411 48	$64,339 19

Amounts brought forward,		$185,411 48	$64,339 19
Clearing, Grading, Loam, and General Work.			
Grading: amount paid under contract	$1,276 24		
General work: labor and materials	742 80		
Engineers and expenses .	404 00		
Loam: labor and materials .	343 92		
Clearing grounds: labor and materials	83 70		
Grading: labor and materials	57 60		
		2,908 26	
Iron Fence.			
Amount paid under contract . .		1,162 38	
Boating Service.			
Labor and materials		697 29	
Retaining Walls.			
Amount paid under contract,	$455 65		
Labor and materials . .	104 25		
		559 90	
Roadways, Sidewalks, Gutters, and Drainage.			
Roadways: labor and materials . .		327 52	
Plantations.			
Labor and expenses		226 58	
Machinery, Tools, and Implements.			
Lawn mowers		110 00	
Settees.			
Settees		93 75	
Plans and Designs.			
Landscape architects and expenses .		87 56	
Gate House.			
Labor and materials . . .		77 94	
Amounts carried forward.		$191.662 66	$64.339 19

Amounts brought forward,		$191,662 66	$64,339 19

Walls and Steps.

Labor and materials		58 08	
			191,720 74

ARBORWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .	$111,906 55		
Expenses in trials of suits,	1,055 00		
		$112,961 55	

Roadways, Sidewalks, Gutters, and Drainage

Roadways: labor and materials	$515 59		
Drainage: labor and materials	364 47		
		880 06	

Clearing, Grading, Loam, and General Work.

General work: labor and materials	$256 40		
Grading: labor and materials	40 00		
		296 40	

Stony Brook Bridge.

Labor and materials		51 50	

Plantations.

Labor and expenses		18 00	

Plans and Designs.

Landscape architects and expenses .		17 15	
			114,224 66

ARNOLD ARBORETUM AND BUSSEY PARK.

EXPENDITURES FOR CONSTRUCTION.

Boundary Walls and Gateways.

Boundary walls: labor and materials	$2,845 12		
Forest Hills entrance wall: labor and materials . .	1,797 77		
		$4,642 89	
Amounts carried forward,		$4,642 89	$370,284 59

Amounts brought forward,		$4,642 89	$370,284 59

Roadways, Walks, and Drainage.

General work: labor . .	$252 50		
Engineers and expenses .	192 50		
		445 00	

Plans and Designs.

Landscape architects and expenses .		65 52	
			5,153 41

WEST ROXBURY PARKWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land . .	$1,355 00		
Surveying expenses . .	100 00		
		$1,455 00	

Clearing, Grading, and General Work.

Engineers and expenses . . .		1,964 39	
			3,419 39

FRANKLIN PARK.

EXPENDITURES FOR CONSTRUCTION.

Refectory Building.

Amount paid under contract,	$30,491 25		
Amount paid under contract for terra-cotta . . .	9,500 00		
Amount paid under contract for heating-apparatus .	1,100 00		
Amount paid under contract for electric work . .	500 00		
Labor and materials . .	435 62		
		$42,026 87	

Reservoir.

Labor and materials . . .		26,384 55	

Roads and Walks.

Surfacing roads and walks,	$14,423 60		
Grading roads and walks	9,792 86		
		24,216 46	
Amounts carried forward,		$92,627 88	$378,857 39

Amounts brought forward,		$92,627 88	$378,857 39
Clearing, Grading, Drainage, and General Work.			
Engineers and expenses	$9,045 24		
General work	7,129 88		
Grading	3,526 22		
Drainage	1,438 49		
Clearing grounds	506 27		
		21,646 10	
Water Supply.			
Water-pipes and labor		12,151 59	
Forest Hills Bridge.			
Amount paid under contract,	$9,372 85		
Shepley, Rutan, & Coolidge, for plans	763 80		
Labor and materials	416 75		
		10,553 40	
Plantations.			
Labor and expenses		11,190 94	
Pergola Wall, Terrace, and Steps.			
Labor and materials		4,387 02	
Arbor, Schoolmaster Hill.			
Amount paid under contract for tiling roof	$1,164 46		
Labor and materials	49 75		
		1,214 21	
Ellicott House.			
Labor, expense, and furnishing		511 62	
Tools and Implements.			
Sprinkler		385 00	
Structures.			
Emerson tablet	$278 01		
Bicycle rail	44 06		
Temporary sanitary buildings: labor and materials	2 67		
		324 74	
Amounts carried forward,		$154,992 50	$378,857 39

Amounts brought forward,		$154,992 50		$378,857 39
	Settees.			
Settees		286 25		
	Scarboro' Pond Bridges.			
Shepley, Rutan, & Coolidge, for plans .		141 52		
	Plans and Designs.			
Landscape architects and expenses .		126 18		
	Carriage Shelter.			
Labor and materials		80 89		
	Boating Service.			
Labor and materials		22 01		
			$155,649 85	
	(*Seaver-street Improvement.*)			
	Grading, Surfacing, and Drainage.			
Surfacing: labor and materials	$3,503 99			
Engineers and expenses .	1,404 33			
Grading: labor and materials,	1,270 45			
General work: labor . .	195 22			
Drainage: labor and materials	36 44			
		$6,410 43		
	Plantations.			
Labor and materials		2,610 68		
			9,021 11	
				164,670 46
	EXPENDITURES FOR MAINTENANCE:			
	COMMONWEALTH AVENUE.			
	Care of Grounds, Roads, and Walks.			
Labor and materials .	$12,423 10			
Signs and notices . .	13 56			
		$12,436 66		
	Park Police.			
Pay of Park keepers		1,107 44		
			$13,544 10	
Amounts carried forward,			$13,544 10	$543,527 85

Amounts brought forward,			$13,544 10	$543,527 85

FENS, RIVERWAY, LEVERETT PARK, JAMAICA PARK, AND ARBORWAY.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses	$20,402 74			
General work	3,015 93			
Plantations	1,922 56			
Buildings: labor and expenses	1,296 64			
Pumping-station: labor and materials	985 70			
Skating	712 64			
Repairs, Stony-brook gate-house	306 22			
Boating service	98 63			
Repairs, covered channel, Muddy river and gate-house	21 68			
		$28,762 74		

Park Police.

Pay of Park keepers	$5,268 81			
Police equipments and supplies	64 16			
		5,332 97		
			34,095 71	

ARNOLD ARBORETUM AND BUSSEY PARK.

Care of Roads and Walks.

Watchman, labor and expenses		$3,807 59		

Park Police.

Pay of Park keepers		1,166 20		
			4,973 79	

FRANKLIN PARK.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses	$13,604 78			
Buildings: labor and expenses	3,187 25			
Amounts carried forward,	$16,792 03		$52,613 60	$543,527 85

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Amounts brought forward,	$16,792 03		$52,613 60	$543,527 85
Sheep-fold	2,327 44			
General work	1,368 26			
Plantations	1,041 18			
		$21,528 91		
Park Police.				
Pay of Park keepers . .	$4,034 31			
Police equipments and supplies	283 25			
		4,317 56		
			25,846 47	
				78,460 07
				$621,987 92

MARINE PARK SYSTEM.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$131,298 03	
Amount transferred from appropriation for Maintenance	7,783 68	
		$139,081 71

DORCHESTERWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.			
Amount paid for land . .	$3,302 65		
Expenses in trials of suits .	545 00		
		$3,847 65	
Filling.			
Amount paid under contract		2,430 44	
Clearing, Grading, Loam, and General Work.			
Engineers and expenses .	$213 42		
Grading: labor and materials	8 23		
		221 65	
Plans and Designs.			
Landscape architects and expenses .		4 20	
			$6,503 94
Amount carried forward,			$6,503 94

Amount brought forward,		$6,503 94

STRANDWAY.

EXPENDITURES FOR CONSTRUCTION.

Clearing, Grading, Loam, and General Work.

Engineers and expenses	$665 42		
Grading: labor and materials	249 54		
		$914 96	

Plans and Designs.

Landscape architects and expenses		22 88	

Filling.

Advertising		10 25	
			948 09

MARINE PARK.

EXPENDITURES FOR CONSTRUCTION.

Head House.

Amount paid under contract,	$53,700 00		
Amount paid under contract for heating-apparatus	5,200 00		
Amount paid under contract for Sgraffito work	3,300 00		
Amount paid under contract for tower clock	922 00		
Amount paid under contract for electric work	900 00		
City Architect's department, for plans	775 36		
Amount paid under contract for laundry plant	750 00		
Amt's car'd for'd,	$65,547 36		$7,452 03

Amt's br't for'd	$65,547 36		$7,452 03
Labor and materials . .	662 28		
Amount paid under contract for elevator . .	402 50		
Plans for Sgraffito work	307 34		
		$66,919 48	

Filling.

Amount paid under contract,	49,788 87	

Clearing, Grading, Loam, and General Work.

Engineers and expenses . .	$1,929 59	
Grading: labor and materials .	1,387 07	
General work: labor and materials . .	1,019 66	
		4,336 32

Plantations.

Labor and expenses . .		1,294 01

Dredging.

Labor and materials . .		1,114 20

Boating Service.

Labor and materials . .		76 82

Plans and Designs

Landscape architects and expenses	20 98	
		$123,550 68

CASTLE ISLAND.

Clearing, Grading, Loam, and General Work.

Grading: labor and materials,	$195 32		

Shelter.

City Architect's department, for plans	100 00		
		295 32	
			123,846 00
Amount carried forward,			$131,298 03

Amount brought forward,			$131,298 03	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Roads, Walks, and Buildings.

Grounds, roads, and walks: labor and expenses	$2,098 12			
General work: labor and materials	1,969 15			
Buildings: labor and expenses	687 49			
Pier	82 67			
Castle Island bridge	56 80			
Plantations	32 90			
Settees	28 87			
Boating service	14 43			
		$4,970 43		

Park Police.

Pay of Park keepers	$2,802 50			
Police equipments and supplies	10 75			
		2,813 25		
			7,783 68	
				$139,081 71

CHARLESBANK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks	$23,129 81	
Amount transferred from appropriation for Maintenance	13,400 63	
		$36,530 44

EXPENDITURES FOR CONSTRUCTION.

Men's Lavatory Building.

Amount paid under contract for building	$11,578 34	
Amount paid under contract for heating-apparatus	776 00	
City Architect's Department, for plans	198 98	
Amount carried forward,	$12,553 32	

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Amount brought forward,	$12,553 32		
Amount paid under contract for electric fixtures . .	119 80		
Labor and materials . .	84 58		
		$12,757 70	

Women's Lavatory Building.

Amount paid under contract,	$8,011 09		
Walker & Kimball, for plans,	203 48		
Labor and materials . .	25 00		
Advertising and printing contract	18 00		
		8,257 57	

Damages.

Damage to vessel		972 51	

Walks and Drainage.

Drainage: labor and materials	$603 95		
Sidewalks: labor and materials	26 28		
		630 23	

Water Supply.

Water-pipes and labor		241 43	

Gymnasium Grounds, Grading and General Work.

Men's gymnasium grounds: labor and materials . .	$65 83		
Women's gymnasium ground: labor and materials . .	45 99		
Grading: labor and materials,	45 29		
General work: labor and materials	17 67		
Engineer's expenses . .	2 70		
Men's gymnasium apparatus: labor and materials . .	2 00		
		179 48	

Plantations.

Labor and expenses		90 89	
			$23,129 81
Amount carried forward,			$23,129 81

Amount brought forward,			$23,129 81	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Men's gymnasium —				
Grounds and apparatus: labor and expenses	$2,700 42			
Building: labor and expenses,	2,273 30			
Women's gymnasium —				
Grounds and apparatus: labor and expenses	1,889 33			
Building: labor and expenses,	871 35			
Children's shelter: labor and expenses	67 94			
Grounds and walks: labor and expenses	1,738 55			
Plantations: labor and expenses	1,539 23			
Skating: labor and expenses,	655 02			
General work: labor and expenses	354 16			
Engineer's expenses	29 70			
Settees	2 95			
		$12,121 95		

Park Police.

Pay of Park keepers	$1,276 16			
Police equipments	2 52			
		1,278 68		
			13,400 63	
				$36,530 44

WOOD ISLAND PARK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks	$15,911 14	
Amount transferred from appropriation for Maintenance	3,908 50	
		$19,819 64

EXPENDITURES FOR CONSTRUCTION.

Men's Gymnasium Grounds and Apparatus.

Grounds: labor and materials	$3,015 43	
Apparatus: labor and materials	2,787 65	
		$5,803 08

Grading, Loam, and General Work.

Grading: labor and materials,	$3,020 37	
Engineers and expenses	803 39	
General work: labor and materials	469 79	
		4,293 55

Iron Fence and Frame.

Amount paid under contract,	$2,923 25	
Labor	28 40	
		2,951 65

Field House.

Labor, expense, and furnishing	$498 63	
Sturgis & Cabot, for plans	495 49	
Electric fixtures	125 00	
		1,119 12

Plantations.

Labor and expenses		740 96

Playstead.

Labor and materials		440 47

Roads and Walks.

Labor and materials		330 42

Electric Lighting.

Lamp-posts and cable		182 00

Water Supply.

Water-pipes and labor	49 89	
		$15,911 14
Amount carried forward,		$15,911 14

Amount brought forward,			$15,911 14	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Men's gymnasium building: labor and expenses	$1,678 80			
Grounds and apparatus: labor and expenses	797 46			
Skating: labor and expenses,	395 72			
Plantations: labor and expenses	334 52			
Grounds: labor and expenses,	151 00			
Playstead: labor and expenses	10 56			
Engineer's expenses	8 89			
Signs and notices	6 75			
General work	1 67			
		$3,385 37		

Park Police.

Pay of Park keepers	$518 13			
Police equipments	5 00			
		523 13		
			3,908 50	
				$19,819 64

CHARLESTOWN HEIGHTS.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks	$1,944 44	
Amount transferred from appropriation for Maintenance	2,207 94	
		$4,152 38

EXPENDITURES FOR CONSTRUCTION.

Shelter Building.

Labor, expenses, and furnishing	$776 69	

Plantations.

Labor and expenses	662 61	
Amount carried forward,	$1,439 30	

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Amount brought forward,		$1,439 30		
Clearing and Grading Grounds, Loam, and General Work.				
General work: labor and materials	$357 82			
Sand courts	62 47			
Engineers and expenses	45 62			
Grading: labor and materials,	5 85			
		471 76		
Sidewalks, Gutters, and Drainage.				
Drainage: labor and materials		28 63		
Filling.				
Advertising		4 75		
			$1,944 44	
EXPENDITURES FOR MAINTENANCE.				
Care of Grounds, Walks, and Buildings.				
Buildings: labor	$832 64			
Plantations: labor	468 27			
Grounds and walks: labor	305 92			
Settees	44 49			
General work: labor	32 40			
Engineer's expenses	10 82			
		$1,694 54		
Park Police.				
Pay of Park keepers	$511 11			
Police equipments	2 29			
		513 40		
			2,207 94	
				$4,152 38

CHARLESTOWN PLAYGROUND.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks	$1,374 63	
Amount transferred from appropriation for Maintenance	71 09	
		$1,445 72

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EXPENDITURES FOR CONSTRUCTION.

Clearing and Grading Grounds, and General Work.

Grading: labor and materials . .	$1,287 97		

Plantations.

Labor and expenses	86 66		
		$1,374 63	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Grounds and walks: labor . . .	$47 09		
Buildings: labor	24 00		
		71 09	
			$1,445 72

DORCHESTER PARK.

LAND AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$31,838 84	
Amount transferred from appropriation for Maintenance	89 00	
		$31,927 84

EXPENDITURES FOR LAND.

Amount paid for land	$31,838 84	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Signs and notices	$15 00		

Park Police.

Pay of Park keepers	74 00		
		89 00	
			$31,927 84

FRANKLIN FIELD.

LAND, CONSTRUCTION, AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$29,642 17	
Amount transferred from appropriation for Maintenance	1,278 96	
		$30,921 13

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EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land . . .		$27,998 50	

Fence and Wall.

Labor and materials		703 95	

Clearing, Grading, Drainage, and General Work

Grading: labor and materials	$503 34		
Engineers and expenses .	18 00		
Clearing grounds: labor and materials	10 00		
General work: labor and materials	4 44		
		535 78	

Tools and Implements.

Lawn mowers		222 50	

Plantations.

Labor and expenses		110 00	

Plans and Designs.

Chas. F. Baxter, surveying .	$36 00		
Landscape architects and expenses	35 44		
		71 44	
			$29,642 17

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Skating	$519 22		
Grounds and walks: labor .	299 18		
		$818 40	

Park Police.

Pay of Park keepers . .	$455 56			
Police equipments . .	5 00			
		460 56		
			1,278 96	
				$30,921 13

PUBLIC PARK, NORTH END.

LAND, CONSTRUCTION, AND MAINTENANCE.

From appropriation for Public Park, North End .	$221,183 92	
Amount transferred from appropriation for Maintenance	76 54	
		$221,260 46

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land .	$212,339 15	
Expenses in trials of suits,	793 45	
		$213,132 60

Clearing, Grading, and General Work.

Grading: amount paid under contract	$5,993 23	
Engineers and expenses .	1,589 10	
Borings	167 75	
Advertising and printing contract	72 63	
		7,822 71

Plans and Designs.

Landscape architects and expenses .		160 03

Sidewalks, Gutters, and Drainage.

Sidewalks: labor and materials . .		42 25

Structures.

Temporary building	26 33	
		$221,183 92

EXPENDITURES FOR MAINTENANCE.

Park Police.

Pay of Park keepers	$76 54	
		$221,260 46

PLAYSTEAD, NORTH BRIGHTON.

LAND ACCOUNT.

From Appropriation for Playstead, North Brighton . . .	$109 80

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EXPENDITURES.

Taxes on land for 1894		$109 80

PARK DEPARTMENT.

Amount transferred from appropriation for Maintenance		$7,479 92

OFFICE EXPENSES.

Salary of Secretary and Clerk	$3,000 00	
Clerical service at office	1,800 00	
Printing annual report, etc.	1,126 26	
Telephone, messenger service, and incidental expenses	1,101 37	
Expense of visit of City Council to Park system	215 25	
Carriage-hire	117 00	
Stationery	74 78	
Plans	45 26	
		$7,479 92

APPROPRIATION FOR MAINTENANCE.

Appropriation for the financial year 1895–6	$130,000 00	
Less transferred to Police Department	20,000 00	
	$110,000 00	
Amount contributed by abutters, Commonwealth avenue	5,000 00	
		$115,000 00

Expenditures.

Fens, Riverway, Leverett Park, Jamaica Park, and Arborway	$34,095 71	
Franklin Park	25,846 47	
Commonwealth Avenue	13,544 10	
Charlesbank	13,400 63	
Marine Park System	7,783 68	
Park Department	7,479 92	
Arnold Arboretum and Bussey Park	4,973 79	
Wood Island Park	3,908 50	
Charlestown Heights	2,207 94	
Franklin Field	1,278 96	
Dorchester Park	89 00	
Public Park, North End	76 54	
Charlestown Playground	71 09	
Balance merged into General City Income	243 67	
		$115,000 00

INCOME.

Receipts.

Received from rents and sale of buildings, wool, sheep, grass, and wood		$2,532 19

Payments.

Income carried to General City Income		$2,532 19

APPROPRIATION FOR STRANDWAY FROM MARINE PARK WEST.

Amount of appropriation authorized by City Council and approved by the Mayor, July 9, 1895		$100,000 00

No expenditures on this account to date.

APPROPRIATION FOR PUBLIC PARK, NORTH END.

*Public Park Loan, Wards 6 and 7:

Balance unexpended January 31, 1895	$436 56	
Loan issued in April, 1895	50,000 00	
Loan issued in December, 1895	208,000 00	
		$258,436 56

Expenditures.

Paid on account of land	$213,132 60	
Paid on account of construction	8,051 32	
Balance unexpended January 31, 1896	37,252 64	
		$258,436 56

APPROPRIATION FOR PLAYSTEAD, NORTH BRIGHTON.

Balance unexpended January 31, 1895		$3,885 17

Expenditures.

Paid on account of Playstead, North Brighton	$109 80	
Balance unexpended January 31, 1896	3,775 37	
		$3,885 17

* Chapter 282, Acts of 1893, authorizes the taking of lands of an assessed value not exceeding $300,000, and the issue of bonds to an amount necessary to pay for such lands, and a further amount not exceeding $50,000, to be used to meet the expense of preparing said lands for public use.

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APPROPRIATION FOR PUBLIC PARKS.

Balance unexpended January 31, 1895	$768,876 38	
Amount of appropriation authorized by City Council and approved by the Mayor, July 9, 1895	100,000 00	
		$868,876 38

Expenditures.

Commonwealth Avenue	$5,884 59	
Fens	12,607 83	
Riverway	18,983 65	
Leverett Park	26,863 12	
Jamaica Park	191,720 74	
Arborway	114,224 66	
Arnold Arboretum and Bussey Park	5,153 41	
West Roxbury Parkway	3,419 39	
Franklin Park	164,670 46	
Dorchesterway	6,503 94	
Strandway	948 09	
Marine Park	123,846 00	
Charlesbank	23,129 81	
Wood Island Park	15,911 14	
Charlestown Heights	1,944 44	
Charlestown Playground	1,374 63	
Dorchester Park	31,838 84	
Franklin Field	29,642 17	
Balance unexpended January 31, 1896	90,209 47	
		$868,876 38

II.

Summary of Expenditures on Account of Land and Construction for the Financial Year, 1895–96.

LAND.

Main Park System:		
Leverett Park	$1,034 80	
Jamaica Park	166,980 87	
Arborway	112,961 55	
West Roxbury Parkway	1,455 00	
		$282,432 22
Amount carried forward,		$282,432 22

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Amount brought forward,		$282,432 22	
Marine Park System:			
Dorchesterway		3,847 65	
Dorchester Park	$31,838 84		
Franklin Field	27,998 50		
Public Park, North End	213,132 60		
Playstead, No. Brighton	109 80		
		273,079 74	
			$559,359 61

CONSTRUCTION.

Main Park System:			
Commonwealth Avenue	$5,884 59		
Fens	12,607 83		
Riverway	18,983 65		
Leverett Park	25,828 32		
Jamaica Park	24,739 87		
Arborway	1,263 11		
Arnold Arboretum and Bussey Park	5,153 41		
West Roxbury Parkway	1,964 39		
Franklin Park	164,670 46		
		$261,095 63	
Marine Park System:			
Dorchesterway	$2,656 29		
Strandway	948 09		
Marine Park	123,846 00		
		127,450 38	
Charlesbank	$23,129 81		
Wood Island Park	15,911 14		
Charlestown Heights	1,944 44		
Charlestown Playground	1,374 63		
Franklin Field	1,643 67		
Public Park, North End	8,051 32		
		52,055 01	
			440,601 02
			$999,960 63

III.

Summary of Expenditures on Account of Park Construction, from the Organization of the Board, October 8, 1875, to January 31, 1896.

MAIN PARK SYSTEM.

COMMONWEALTH AVENUE.

Roadways, sidewalks, gutters, drainage, and general work	$82,218 60	
Plantations	10,082 27	
Electric lighting	5,674 00	
Machinery, tools, etc.	884 90	
Plans and designs	22,00	
		$98,881 77

FENS.

Filling	$576,811 15	
Excavating, grading, loam, and general work	534,552 76	
Roadways, sidewalks, gutters, and drainage	348,543 27	
Retaining-walls, curb, and fence	118,177 77	
Boylston bridge	92,011 43	
Plantations	70,218 74	
Charlesgate bridge	65,287 67	
Agassiz bridge	52,013 50	
Stony-brook bridge	40,007 11	
Railroad bridge	39,995 04	
Fen bridge	29,427 80	
Plans, designs, and superintendence	27,200 98	
Office and general expenses	14,114 92	
Machinery, tools, etc.	13,797 11	
Electric lighting	6,887 23	
Surveying	5,472 16	
Stony-brook channel and gatehouse	1,976 28	
Water-supply, settees, and live-stock	1,417 48	
Administration building plans	350 00	
		2,038,262 40
Amount carried forward,		$2,137,144 17

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Amount brought forward,		$2,137,144 17
RIVERWAY.		
Excavating, grading, loam, and general work	$182,257 91	
Filling	104,143 90	
Roadways, sidewalks, gutters, and drainage	86,740 39	
Audubon bridge	39,654 27	
Bridle-path bridge	32,929 09	
Administration building	26,441 10	
Foot-bridges and culverts	14,345 00	
Tremont-street bridge	13,273 53	
Plantations	12,883 65	
Brookline-avenue bridge	8,936 82	
Bellevue-street bridge	8,163 96	
Surveys, plans, designs, and superintendence	6,792 14	
Retaining-wall	5,540 57	
Shelter	4,513 65	
Electric lighting	2,734 57	
Water-supply and settees	1,736 31	
Machinery, tools, etc.	468 75	
Gatehouse	58 30	
		551,613 91
LEVERETT PARK.		
Excavating, clearing, grading, loam, and general work	$181,128 68	
Roadways, sidewalks, gutters, and drainage	75,114 79	
Retaining-walls, steps, and culverts	35,862 44	
Plantations	16,939 19	
Leverett-pond bridge	9,850 59	
Plans and designs	6,766 71	
Foot-bridges and culverts	6,368 46	
Electric lighting	5,278 74	
Machinery, tools, etc.	3,434 75	
Water-supply and settees	1,507 14	
Boating service	68 58	
Filling	15 75	
Iron railing	1 25	
		342,337 07
JAMAICA PARK.		
Clearing and grading grounds, loam, and general work	$53,404 38	
Roadways, sidewalks, gutters, and drainage	37,559 04	
Amounts carried forward,	$90,963 42	$3,031,095 15

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Amounts brought forward,	$90,963 42	$3,031,095 15
Pine Bank House	18,725 17	
Retaining-walls and steps	13,950 66	
Water-supply and settees	6,056 94	
Plantations	3,867 73	
Surveys, plans, designs, and superintendence	3,003 75	
Machinery, tools, etc.	2,078 75	
Electric lighting	1,622 50	
Iron fence	1,162 38	
Boating service	697 29	
Gatehouse	77 94	
		142,206 53

ARBORWAY.

Roadways, sidewalks, gutters, and drainage	$83,259 14	
Clearing and grading grounds, loam, and general work	68,770 54	
Culverts	5,489 53	
Water-supply and settees	4,899 16	
Stony-brook bridge	4,484 43	
Electric lighting	3,028 00	
Filling	2,819 16	
Machinery, tools, etc.	1,968 75	
Plantations	194 78	
Plans and designs	111 37	
		175,024 86

ARNOLD ARBORETUM AND BUSSEY PARK.

Roadways, sidewalks, gutters, and drainage	$221,311 72	
Boundary walls and gateways	9,000 91	
Plans, designs, and superintendence	1,461 74	
Plantations	713 41	
Settees	129 64	
Surveying	100 00	
		232,717 42

WEST ROXBURY PARKWAY.

Clearing and grading ground, loam, and general work	$2,602 94	
Plans, designs, and superintendence	51 26	
		2,654 20
Amount carried forward,		$3,583,698 16

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Amount brought forward,		$3,583,698 16

FRANKLIN PARK.

Roadways, sidewalks, and gutters	$660,611 88	
Clearing and grading grounds, drainage, and general work	446,122 33	
Plantations	105,450 27	
Seaver-street improvement	84,817 75	
Refectory building	62,986 18	
Shelter and Overlook	60,561 54	
Forest Hills bridge	52,972 17	
Scarboro' Pond	40,943 11	
Park wall and gateways	30,672 86	
Arbor, Schoolmaster's hill	29,514 11	
Reservoir	27,079 02	
Scarboro' Pond bridges	26,703 10	
Plans, designs, and superintendence	24,676 77	
Water-supply, fountains, and settees	22,718 90	
Ellicott Arch	16,732 21	
Ellicott House	14,922 87	
Ellicottdale	12,542 94	
Structures	11,659 64	
Machinery, tools, etc.	11,530 38	
Playstead and flag-staff	10,399 76	
Pergola wall, steps, and terrace	9,593 78	
Propagating-house	8,205 55	
Electric lighting	5,108 75	
Terrace wall	3,956 05	
Concourse, Scarboro' hill	3,569 80	
Culverts	3,129 34	
Carriage shelter	2,694 70	
Boating service	22 01	
		1,789,897 77

MARINE PARK SYSTEM.

DORCHESTERWAY.

Filling	$21,821 82	
Roadways, sidewalks, gutters, and drainage	16,002 60	
Grading, loam, and general work	7,923 87	
Plans, designs, and superintendence	1,317 24	
Culverts	653 00	
Plantations	102 90	
		47,821 43
Amount carried forward,		$5,421,417 36

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Amount brought forward,		$5,421,417 36

STRANDWAY.

Filling	$20,302 36	
Clearing, grading, loam, and general work	2,608 54	
Plans, designs, and superintendence	92 89	
Culverts	60 50	
Plantations	18 80	
		23,083 09

MARINE PARK.

Filling, grading, loam, and general work	$554,915 46	
Iron pier and rail	175,571 99	
Head-house	97,308 18	
Pierhead	67,232 97	
Structures, temporary pier, and gas-lights	43,796 44	
Roadways, sidewalks, gutters, and drainage	37,920 52	
Bulkhead	4,996 00	
Plantations	4,392 20	
Plans, designs, and superintendence	3,810 47	
Electric lighting	2,453 04	
Water-supply, settees, and fence	1,988 04	
Dredging	1,114 20	
Boating service	76 82	
		995,576 33

CASTLE ISLAND.

Temporary buildings and structures	$24,973 98	
Clearing and grading grounds	3,628 89	
Water-supply, settees, and tent	2,002 98	
Plantations	1,407 65	
Shelter	100 00	
Plans, designs, and superintendence	52 92	
		32,166 42

CHARLESBANK.

Sea-wall and filling	$176,353 90	
Gymnasium grounds, apparatus, filling, loam, and general work	52,093 85	
Men's Lavatory building	23,250 53	
Women's Lavatory building and children's shelter	17,527 48	
Amounts carried forward,	$269,225 76	$6,472,243 20

Amounts brought forward,	$269,225 76	$6,472,243 20
Plantations	12,123 80	
Walks and drainage	11,684 89	
Iron rail, fence, and gas-lights	8,367 29	
Plans, designs, and superintendence	2,076 27	
Damages	972 51	
Water-supply	831 41	
Machinery, tools, etc.	56 00	
		305,337 93

WOOD ISLAND PARK.

Grading, loam, and general work	$94,224 43	
Neptune bridge	32,320 63	
Filling	29,852 82	
Field-house	20,251 74	
Gymnasium grounds, apparatus and playstead	6,243 55	
Plantations	6,015 58	
Roads, walks, gutters, and drainage	5,845 86	
Bath-house	3,105 13	
Iron fence and frame	3,039 99	
Water-supply	1,922 40	
Plans, designs, and superintendence	1,488 03	
Culverts	425 00	
Electric lighting	182 00	
		204,917 16

CHARLESTOWN HEIGHTS.

Grading, clearing, filling, loam, and general work	$27,376 42	
Shelter building	27,214 85	
Retaining-wall	13,922 14	
Sidewalks, gutters, and drainage	8,158 27	
Plantations	7,443 24	
Steps	3,971 42	
Plans, designs, and superintendence	1,330 59	
Electric lighting	334 00	
Water-supply, settees, and fountains	300 86	
		90,051 79
Amount carried forward,		$7,072,550 08

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Amount brought forward,		$7,072,550 08

CHARLESTOWN PLAYGROUND.

Grading, loam, and general work	$6,506 72	
Plantations	453 83	
Plans, designs, and superintendence	126 56	
Walks and drainage	8 00	
		7,095 11

DORCHESTER PARK.

Clearing and grading grounds	$1,313 94	
Temporary structures	774 95	
Plans, designs, and superintendence	700 48	
		2,789 37

FRANKLIN FIELD.

Clearing and grading grounds	$28,063 26	
Drainage	25,778 77	
Plantations	10,578 37	
Fence and wall	703 95	
Machinery, tools, etc.	222 50	
Plans, designs, and superintendence	176 75	
		65,523 60

PUBLIC PARK, NORTH END.

Clearing, grading, and general work	$12,680 65	
Plans, designs, and superintendence	399 80	
Sidewalks	100 34	
Temporary building	26 33	
		13,207 12

SUNDRY ACCOUNTS.

General Account	$73,987 50	
Park Nursery	29,947 07	
		103,934 57
		$7,265,099 85

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IV.

Summary of Expenditures on Account of Public Park Land, Construction, and Betterments from the Organization of the Board, October 8, 1875, to January 31, 1896.

LAND.

Main Park System:			
Fens	$596,254 49		
Riverway	452,457 53		
Leverett Park	260,050 97		
Jamaica Park	812,843 56		
Arborway	244,468 63		
Arnold Arboretum and Bussey Park	74,043 38		
West Roxbury Parkway	7,570 94		
Franklin Park	1,551,196 63		
		$3,998,886 13	
Marine Park System:			
Dorchesterway	$63,735 54		
Strandway	356,830 97		
Marine Park	232,972 57		
		653,539 08	
Charlesbank		373,916 99	
Wood Island Park		132,800 00	
Charlestown Heights		50,538 02	
Charlestown Playground		172,923 31	
Dorchester Park		63,239 97	
Franklin Field		155,810 86	
Public Park, North End		407,540 24	
Playstead, North Brighton		21,589 63	
			$6,030,784 23

CONSTRUCTION.

Main Park System:			
Commonwealth avenue	$98,881 77		
Fens	2,038,262 40		
Riverway	551,613 91		
Leverett Park	342,337 07		
Jamaica Park	142,206 53		
Amounts carried forward,	$3,173,301 68		$6,030,784 23

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Amounts brought forward,	$3,173,301 68		$6,030,784 23
Arborway	175,024 86		
Arnold Arboretum and Bussey Park	232,717 42		
West Roxbury Parkway . .	2,654 20		
Franklin Park . . .	1,789,897 77		
		$5,373,595 93	
Marine Park System:			
Dorchesterway . . .	$47,821 43		
Strandway	23,083 09		
Marine Park	995,576 33		
Castle Island . . .	32,166 42		
		1,098,647 27	
Charlesbank		305,337 93	
Wood Island Park		204,917 16	
Charlestown Heights		90,051 79	
Charlestown Playground		7,095 11	
Dorchester Park		2,789 37	
Franklin Field		65,523 60	
Public Park, North End		13,207 12	
General Account		73,987 50	
Park Nursery		29,947 07	
			7,265,099 85

BETTERMENTS.

Betterment expenses	13,356 10
	$13,309,240 18

PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEBRUARY 1, 1896.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts.	Collected.	Outstand'g February 1, 1896.
Public Park, Back Bay . . .	$434,600 00	$143,126 73	$291,473 27	$290,404 27	$1,069 00
Marine Park	23,543 00	12,616 80	10,926 20	10,926 20	
Franklin Park	135,029 00	122,000 66	13,028 34	13,028 34	
Parkway, Old Harbor . . .	60,789 00	50,426 00	10,363 00	8,256 00	2,107 00
" Muddy River . .	108,972 00	74,775 00	34,197 00	21,889 00	12,308 00
" West Roxbury .	154,107 00	75,709 00	78,398 00	2,955 01	75,442 99
" Dorchester . . .	9,713 00	565 00	9,145 00	2,191 66	6,953 34
	$926,753 00	$479,222 19	$447,530 81	$349,650 48	$97,880 33

PUBLIC PARK DEBT.

Liabilities.

Total loan outstanding, January 31, 1896 . . . . $11,107,000 00

Resources.

Resources of Sinking Fund, January 31, 1896 . . . $2,072,508 55

Net debt, January 31, 1896 . . . . . $9,034,491 45

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Public Parks. — Table of Appropriations.

Name.	Date.	Special Statutes.	Amount.	Object.	Amount expended.	Balance.
Park Department	Oct. 5, 1875		Appropriation, $6,900 00	Dept. Expenses,	$5,409 38	Merged, $1,490 62
" "	May 1, 1876		" 5,000 00	" "	5,000 00	
Public Park, Back Bay	July 23, 1877	Chap. 185, Acts 1875	Loan, 450,000 00	Land	450,000 00	
Park Department	Dec. 24, 1877		Appropriation, 3,000 00	Dept. Expenses,	2,992 63	Merged, 7 37
Public Park, Back Bay	Feb. 12, 1878		" 25,000 00	Construction	25,000 00	
" " " "	" 26, 1878		" 16,000 00	Land	16,000 00	
Park Department	Apr. 16, 1878		" 6,000 00	Dept. Expenses,	4,300 00	Transferred to Back Bay, 1,700 00
Public Park, Back Bay	July 3, 1878		" 25,000 00	Construction	25,000 00	
Park Nursery	" 31, 1878		" 2,000 00	"	1,911 09	Merged, 88 91
Public Park, Back Bay	Mar. 15, 1879	Transferred from Park Department	" 1,700 00	"	1,700 00	
Park Department	Apr. 29, 1879		" 5,000 00	Dept. Expenses,	5,000 00	
Public Park, Back Bay	" 29, 1879		" 120,000 00	Construction	120,000 00	
" " " "	" 10, 1880		" 214,000 00	"	214,000 00	
Park Department	" 10, 1880		" 5,000 00	Dept. Expenses,	4,767 97	Merged, 232 03
Park Nursery	" 10, 1880		" 1,000 00	Construction	1,000 00	
Public Park, Back Bay	" 6, 1881		" 202,000 00	"	202,000 00	
Park Department	" 6, 1881		" 5,000 00	Dept. Expenses,	4,950 53	Merged, 49 47
Muddy River Improvement	" 6, 1881		" 5,000 00	Construction	4,000 00	Transferred to Arboretum, 1,000 00
West Roxbury Park (Franklin Park)	Dec. 16, 1881	Chap. 185, Acts 1875	Loan, 600,000 00	Land	600,000 00	
Charles River Embankment	" 24, 1881	" "	" 300,000 00	"	300,000 00	
Muddy River Improvement	" 24, 1881	" "	" 200,000 00	"	200,000 00	
City Point Park (Marine Park)	" 24, 1881	" "	" 100,000 00	"	100,000 00	
East Boston Park (Wood Island Park)	" 24, 1881	" "	" 50,000 00	"	50,000 00	
Arnold Arboretum	" 28, 1881	" "	" 60,000 00	"	60,000 00	
Public Park, Back Bay	Apr. 20, 1882		Appropriation, 200,000 00	Construction	200,000 00	
Park Department	" 20, 1882		" 5,000 00	Dept. Expenses,	4,392 07	Merged, 607 93
" "	" 6, 1883		" 5,000 00	" "	5,000 00	
Park Nursery	" 6, 1883		" 1,000 00	Construction		Transferred to Arboretum, 1,000 00
Public Park, Back Bay	" 6, 1883		" 100,000 00	"	100,000 00	
Arnold Arboretum	" 6, 1883		" 15,000 00	"	15,000 00	
West Roxbury Park (Franklin Park)	" 6, 1883		" 5,000 00	"	5,000 00	
Wood Island Park	" 6, 1883		" 5,000 00	"	1,000 00	Transferred to Arboretum, 4,000 00
City Point Park (Marine Park)	" 17, 1883	Chap. 185, Acts 1875	Loan, 120,000 00	Land	120,000 00	

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Marine Park	June 21, 1883		Appropriation,	3,000 00	Construction	3,000 00	
Charles River Embankment	" 21, 1883		"	1,000 00	"	1,000 00	
Arnold Arboretum	Jan. 1, 1884	Transfer'd from Wood Island Park	"	4,000 00	"	4,000 00	
" "	" 1, 1884	Transf'd from Muddy River Improvement,	"	1,000 00	"	1,000 00	
" "	" 1, 1884	Transfer'd from Park Nursery	"	1,000 00	"	1,000 00	
West Roxbury Park (Franklin Park)	" 4, 1884	Chap. 185, Acts 1875	Loan,	500,000 00	Land	500,000 00	
Public Park, Back Bay	Apr. 30, 1884		Appropriation,	150,000 00	Construction	150,000 00	
Charles River Embankment	" 30, 1884		"	126,000 00	"	126,000 00	
Wood Island Park	" 30, 1884		"	25,000 00	"	25,000 00	
West Roxbury Park (Franklin Park)	" 30, 1884		"	24,000 00	"	16,000 00	Transferred to Arboretum, 8,000 00
Marine Park	" 30, 1884		"	24,000 00	"	24,000 00	
Arnold Arboretum	" 30, 1884		"	20,000 00	"	20,000 00	
Park Department	" 30, 1884		"	5,000 00	Dept. Expenses,	5,000 00	
Arnold Arboretum	Nov. 22, 1884	Transfer'd from West Roxbury Park	"	8,000 00	Construction	8,000 00	
Public Park, Back Bay	Apr. 30, 1885		"	45,000 00	"	45,000 00	
Marine Park	" 30, 1885		"	15,000 00	"	15,000 00	
Arnold Arboretum	" 30, 1885		"	10,000 00	"	10,000 00	
Franklin Park	" 30, 1885		"	5,000 00	"	5,000 00	
Wood Island Park	" 30, 1885		"	5,000 00	"	5,000 00	
Park Department	" 30, 1885		"	4,000 00	Dept. Expenses,	4,000 00	
Park Nursery	" 30, 1885		"	3,000 00	Construction	3,000 00	
Franklin Park	June 29, 1885		"	10,000 00	"	10,000 00	
Wood Island Park	Sept. 26, 1885		"	2,600 00	"	2,600 00	
Park Nursery	Nov. 14, 1885		"	2,000 00	"	2,000 00	
Charles River Embankment	" 14, 1885	Chap. 185, Acts 1875	Loan,	16,000 00	Land	16,000 00	
" " "	" 20, 1885	" "	"	50,000 00	Construction	50,000 00	
Marine Park	" 14, 1885	" "	"	13,000 00	Land	12,972 57	Transf'd to City Account, 27 43
Public Park, Back Bay	Dec. 28, 1885	Transferred from Covered Channel, Muddy River		2,300 00	Construction	2,300 00	
Park Department	May 6, 1886		Appropriation,	6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 6, 1886		"	5,000 00	Construction	5,000 00	
Arnold Arboretum	Apr. 24, 1886	Chap. 185, Acts 1875	Loan,	4,000 00	Land	4,000 00	
" "	June 12, 1886	" "	"	16,000 00	"	15,932 71	Transf'd to Sinking-Fund, 67 29
Charles River Embankment	Oct. 22, 1886	" "	"	55,000 00	"	54,886 45	Transf'd to Sinking-Fund, 113 55
Public Park Construction	Jan. 4, 1887 Feb. 10, 1887 Dec. 31, 1887	Chap. 304, Acts 1886	"	2,500,000 00	Construction	2,500,000 00	
Park Department	Apr. 30, 1887		Appropriation,	6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 30, 1887		"	5,000 00	Construction	5,000 00	

Public Parks. — Table of Appropriations. — *Concluded.*

Name.	Date.	Special Statutes.	Amount.	Object.	Amount expended.	Balance.
Park Maintenance	Apr. 30, 1887		Appropriation, $15,000 00	Maintenance	$14,965 44	Merged, $34 56
Public Park Lands	June 4, 1887	Chap. 312, Acts 1887	Loan, 400,000 00	Land	400,000 00	
Park Department	" 2, 1888		Appropriation, 6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 2, 1888		" 5,000 00	Construction	5,000 00	
Park Maintenance	" 2, 1888		" 20,000 00	Maintenance	20,000 00	
Park Department	Apr. 29, 1889		" 7,500 00	Dept. Expenses,	7,500 00	
Park Nursery	" 29, 1889		" 6,000 00	Construction	5,969 45	Merged, 30 55
Park Maintenance	" 29, 1889		" 35,000 00	Maintenance	35,000 00	
Public Park Lands	Feb. 11, 1890	Chap. 392, Acts 1888	Loan, 600,000 00	Land	600,000 00	
" " received from town of Brookline	" 11, 1890	Chap. 339, Acts 1890	" 20,000 00	"	20,000 00	
Park Maintenance	Mar. 8, 1890	Transferred by City Auditor	" 2,836 52	Maintenance	2,836 52	
" "	May 9, 1890		Appropriation, 56,500 00	"	56,500 00	
Public Parks, Charlestown	Oct. 13, 1890	Chap. 271 and 444, Acts 1890	Loan, 200,000 00	Land and Cons.,	200,000 00	
Franklin Park	" 17, 1890	Chap. 185, Acts 1875	" 14,000 00	Land	14,000 00	
Charlesbank	Apr. 15, 1891	Transferred from sale of city property	2,869 02	"	2,869 02	
Park Maintenance	May 7, 1891		Appropriation, 60,000 00	Maintenance	60,000 00	
Public Parks	" 20, 1891	Chap. 301, Acts 1891	Loan, 3,500,000 00	Land and Cons.,	3,500,000 00	
Park Department	Jan. 30, 1892		Appropriation, 60,000 00	Maintenance	60,000 00	
" "	May 18, 1892	Transferred from Reserved Fund by Mayor and Committee on Finance	5,000 00	"	5,000 00	
" "	June 9, 1892		8,000 00	"	8,000 00	
" "	Jan. 31, 1893	Transferred by City Auditor	3,626 07	"	3,626 07	
" "	Feb. 10, 1893		Appropriation, 80,000 00	"	80,000 00	
" "	Dec. 6, 1893	Transferred by City Auditor	20,000 00	"	20,000 00	
" "	Jan. 31, 1894	Transferred by City Auditor	6,431 80	"	6,431 80	
Public Parks, Wards 6 and 7	May 17, 1893	Chap. 282, Acts 1893	Appropriation, 408,000 00	Land	407,540 24	Balance, 459 76
			" 50,000 00	Construction	13,207 12	Balance, 36,792 88
Playstead, No. Brighton	July 10, 1893		" 25,000 00	Land	21,224 63	Balance, 3,775 37
Public Parks	Feb. 1, 1894		" 500,000 00	Construction	500,000 00	

Public Parks	Feb. 1, 1894,	Transferred from Crushed Stone Appropriation for Street Improvements . . .	Appropriation,	50,000 00	Street Improv'ts,	50,000 00	
Park Department	" 12, 1894,	. . . . .	"	100,000 00	Maintenance . .	100,000 00	
" "	May 10, 1894,	. . . . .	"	7,000 00	" . .	7,000 00	
Public Parks	June 8, 1894,	Chap. 396, Acts 1894. Not to be issued until after January 1, 1895	Loan,	1,000,000 00	Land and Cons.,	1,000,000 00	
Park Department	" 11, 1894,	. . . . .	Appropriation,	5,000 00	Maintenance . .	5,000 00	
" "	Dec. 31, 1894,	Transferred by City Auditor	"	3,898 61	" . .	3,898 61	
" "	April 1, 1895,	. . . . .	"	130,000 00	" . .	109,756 33	Transferred to Police Department, 20,000 00 Merged, 243 67
Public Parks	July 9, 1895,	. . . . .	"	100,000 00	Construction . .	9,790 53	Balance, 90,209 47
Public Parks, Strandway from Marine Park, West	" 9, 1895,	. . . . .	"	100,000 00	" . .		Balance, 100,000 00
				$14,149,662 02		$13,879,731 16	$269,930 86
Income appropriated to Maintenance by City Council order approved December 18, 1883 1883				1,772 28			
Income appropriated to Maintenance by City Council order approved December 18, 1883 1884				13,896 08			
Income appropriated to Maintenance by City Council order approved December 18, 1883 1885				12,999 80			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1886				15,900 93			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1887				7,415 54			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1888				3,950 06			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1889				4,421 12			
Income appropriated to Maintenance by City Council orders approved December 18, 1883, June 15 and October 23, 1886 1890				6,452 97			
From Fund contributed by Abutters on Commonwealth Avenue . 1895				5,000 00		71,808 78	
				$14,221,470 50		$13,951,539 94	$269,930 86

Summary.

Appropriations for Construction	$4,779,600 00
" " Land and Construction	4,700,000 00
" " Land	3,969,869 02
" " Maintenance, including Income	690,101 78
" " Department expenses	81,900 00
	$14,221,470 80
Less expenditures as above	13,951,539 94
	$69,930 8 6
Less transfers and merged balances	2 38,693 38
Balances on hand January 31, 1896	$231,237 48

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Park Statistics to January 31, 1896.

Parks.	Year of Taking.	Cost to Date.		Total.	Area.	Length of Driveways.	Length of Walks.	Length of Rides.	Area of Ponds and Rivers.
		Land.	Construction.						
Main Park System:									
Commonwealth Avenue	1894	.....	$98,881 77	$98,881 77	30 acres	2.8 miles	4.13 miles		
*Fens	1879	$596,254 49	2,038,262 40	2,634,516 89	115 "	4 "	6.7 "	1.1 miles	28 acres
*†Riverway	1890	452,457 53	551,613 91	1,004,071 44	40 "	1.4 "	2.8 "	1.2 "	8 "
†Leverett Park	1890 and 1892	260,050 97	342,337 07	602,388 04	60 "	1.2 "	3.4 "	0.9 mile	14 "
Jamaica Park	1892	812,843 56	142,206 53	955,050 09	120 "	1.5 "	5.6 "	0.7 "	64.5 "
Arborway	1892	244,468 63	175,024 86	419,493 49	36 "	3.4 "	1.25 "	1.4 miles	
*Arnold Arboretum & Bussey Park	1882 and 1895	74,043 38	232,717 42	306,760 80	223 "	3.7 "	7.2 "		0.6 acre
West Roxbury Parkway	1894	7,570 94	2,654 20	10,225 14	150 "	4.1 "			
*Franklin Park	1883 and 1884	1,551,196 63	1,789,897 77	3,341,094 40	527 "	10 "	19.1 "	2.5 "	7.4 acres
Marine Park System:									
*Dorchesterway	1892	63,735 54	47,821 43	111,556 97	6 "	0.75 mile	1.6 "		
Strandway	1890 and 1892	356,830 97	23,083 09	379,914 06	20 " land 174 " flats	1.7 miles	3.1 "		
*Marine Park	1883	232,972 57	995,576 33	1,228,548 90	32 " land 235 " flats	0.9 mile	2.6 "		4.4 "
Castle Island	1890	.....	32,166 42	32,166 42	21 "	0.4 "	1.6 "		

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Park Statistics to January 31, 1896. — *Concluded.*

Parks.	Year of Taking.	Cost to Date.		Total.	Area.	Length of Driveways.	Length of Walks.	Length of Rides.	Area of Ponds and Rivers.
		Land.	Construction.						
*Charlesbank	1883	$373,916 99	$305,337 93	$679,254 92	10 acres		1.5 miles		
*Wood Island Park	1882 and 1891	132,800 00	204,917 16	337,717 16	46 " land 165 " flats	1.1 miles	2.9 "		
*Charlestown Heights	1891	50,538 02	90,051 79	140,589 81	4 " land 6 " flats		0.4 mile		
*Charlestown Playground	1891	172,923 31	7,095 11	180,018 42	14 " land 4 " flats		0.9 "		
Public Park, North End	1893	407,540 24	13,207 12	420,747 36	4 " land 3 " flats		0.43 "		
*Dorchester Park	1891	63,239 97	2,789 37	66,029 34	26 "				
Franklin Field	1892	155,810 86	65,523 60	221,334 46	77 "				
*Playstead, North Brighton	1894	21,589 63	.....	21,589 63	14 "				
		$6,030,784 23	$7,161,165 28	$13,191,949 51					
General Account	.....	.....	73,987 50	73,987 50					
Park Nursery	.....	.....	29,947 07	29,947 07					
Betterment Expenses	.....	.....	13,356 10	13,356 10					
		$6,030,784 23	$7,278,455 95	$13,309,240 18	2,162 acres	36.95 miles	65.21 miles	7.8 miles	126.9 acres

* The lands in these parks have been paid for in full. † An additional area of 34 acres is within the limits of the town of Brookline.
Of the above total lengths of Driveways, Walks, and Rides there have been completed to date respectively 21.8 miles, 29.5 miles, and 5.8 miles.

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Pending Contracts.

The pending contracts, with the value of the unperformed work, are as follows:

Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unperformed.
John McNamara . .	Jamaica Park,	Pine Bank House	Sept. 1, '95	$19,454 38	$6,229 38
Lynch & Woodward	" "	Heating Apparatus, Pine Bank House,	. . . . .	1,465 75	465 75
John S. Potter . . .	" "	Electric Wiring, Pine Bank House,	. . . . .	224 00	36 50
John J. Flynn . . .	Franklin Park,	Refectory Bldg.	May 21, '95	72,355 00	25,120 00
New Jersey Terra Cotta Co.	" "	Terra Cotta, Refectory Building . .	May 1, '95	9,905 00	405 00
Walker & Pratt Mfg. Co.	" "	Heating Apparatus, Refectory Bldg.	Nov. 25, '95	1,678 00	578 00
J. F. Bubert	" "	Electric Wiring, Refect'ry Building . .	. . . . .	1,775 00	1,275 00
Craig & Connolly . .	" "	Plumbing, Refectory Bldg.	. . . . .	6,298 00	6,298 00
Gerry & Northup . .	Marine Park .	Head House . .	May 1, '95	83,099 57	1,099 57
Lynch & Woodward	" "	Heating Appar'tus, Head House . . .	May 1, '95	5,408 00	208 00
E. C. McCarthy & Co.	" "	Electric Wiring, Head House . . .	May 1, '95	1,571 50	671 50
Poland Laundry Machinery Co. . . .	" "	Laundry Machin'ry, Head House . . .	. . . . .	2,274 00	1,524 00
Whittier Machine Co.	" "	Elevat'r, Head House . . .	. . . . .	945 00	542 50
Hawkes Electric Co.	" "	Electric Machin'ry, Head House . . .	. . . . .	2,371 00	2,371 00
Trumbull & Ryan .	Public Park, Wards 6 & 7,	Grading	Sept. 1, '96	41,752 00	35,758 77
				$250,576 20	$82,582 97

Development of the Park System.

The first definite move of the City Council towards establishing public parks in Boston was made in 1869, when a committee was appointed to consider what action should be taken by the city government to purchase and lay out a public park. This was due to a petition for the establishment of a public park, signed by prominent citizens and firms.

Hearings were given, and an order was passed requesting the Mayor to petition for an act to authorize the city to take lands in Boston or vicinity for park purposes, and an act was passed in 1870. This being prior to the annexation of several of the outlying towns to Boston, the act contemplated the taking of a portion of the land required outside the city limits, and provided for a joint commission, to be appointed by the State and city authorities. The act, although receiving a majority of the votes cast at the State election, failed of approval by the required two-thirds vote.

Mayor Cobb, in 1874, after the annexation of the outlying towns, recommended that action be taken to secure suitable public parks within the city limits, and the subject was referred to a special commission, consisting of the Mayor, two aldermen, three councilmen, and three citizens at large, who submitted a valuable and interesting report advocating the establishment of public parks, and recommending the passage of an act for that purpose. This recommendation was acted upon, and in the following year the present Park Act was passed and accepted by a majority vote at a special election, which occurred June 9, 1875.

The Mayor thereupon appointed T. Jefferson Coolidge, Charles H. Dalton, and William Gray, Jr., as Park Commissioners, who reported in 1876 a scheme for public parks,

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which has been carried out in its main features, the whole forming a comprehensive plan for improving and beautifying the city and securing the benefit that parks afford. The plan was received with great favor ; resolutions were adopted at a public meeting in Faneuil Hall in support thereof, which called for immediate and favorable action thereupon by the city government.

In 1877, the first action towards carrying out these recommendations was taken by the appropriation of about half a million dollars for the purchase of one hundred acres of land and flats in the Full Basin, so called, at the Back Bay. The establishment of a park in this location was considered largely a matter of sanitary necessity.

It was not until 1881 that further action was taken towards the carrying out of the scheme of the Commissioners for a series of parks, when loans were authorized for securing lands for West Roxbury (now Franklin) Park, Marine Park, Wood Island Park, the Charles River Embankment, and the Muddy River Improvement.

In this year, also, the City Council passed the requisite order to take the lands required to incorporate the Arnold Arboretum in the system of parks. This was accomplished after long consideration and under negotiation with Harvard College, the object of the taking being to open the Arboretum to public use by the construction and maintenance of driveways and the policing of the grounds by the city, the Arboretum proper being continued under the care of the college. The good results of this union of interests are manifested by the recent action of the authorities of both the city and college, by which about seventy acres of valuable land belonging to the college have been included within the Arboretum on the same terms as are contained in the original indenture.

During the first period of ten years from the organization of the Board, relatively little was done in the way of construction. It was felt by the Commissioners that the securing of the lands was the prime necessity, and although some work was done, chiefly in filling and building roads and bridges on the Back Bay Fens, the work of construction had barely begun.

In 1885, the sites of six parks had been secured, and the cost for both land and construction had reached four million dollars. Mr. Dalton, who had served the city as chairman of the Board for nine years, retired, the Hon. Benjamin Dean taking his place.

The adoption at this time of the plan for the improvement of what was called the West Roxbury Park made it desirable to assign a name to this location. Although on the confines of the town of West Roxbury, it was equally on the borders of Old Roxbury and Dorchester. The village of West Roxbury lay three miles farther to the westward, through which the West Roxbury Parkway now runs, connecting Arnold Arboretum with the Metropolitan Parks at the Stony Brook Reservation.

A resolution passed in 1882 by the Board of Aldermen, constituting a majority of the trustees of the Franklin Fund, recommended that the hundred years' earnings of the fund, "which will be available in 1891–1892 for investment in some public work," be devoted to the payment of the debt created for the purchase of the West Roxbury Park, in which event it "should be called Franklin Park, in honor of the testator who has so generously endowed his native town."

The Commissioners suggested that a better disposition of the fund than the payment of the park debt would be means for the development and improvement of the park, and voted to adopt the name of Franklin Park, whether the

FRANKLIN PARK, WOODLAND PATH

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Franklin Fund should be devoted to this purpose or diverted to some other use, for reasons which were fully set forth in the eleventh annual report of the Board.

The establishment at this time of a low tax and debt limit made the further carrying out of the park scheme a difficult matter. The Board accordingly inaugurated the policy of continuing the work by long-term loans outside of the debt limit, which has resulted in developing the park system in a progressive and comprehensive manner. From 1885 to 1896 the number of park sites, including parkways and playgrounds, has increased from six to nineteen, and the cost has risen from $4,000,000 to $13,000,000, the greatest advance having been made since 1890, when Col. Thomas L. Livermore became chairman of the Board. Mayor Matthews also took considerable interest in the park system, and his efforts facilitated the work of the Board, particularly in the matter of construction.

Mr. Livermore was succeeded by Hon. Paul H. Kendricken in 1893, who gave place to Hon. Charles F. Sprague in 1894. Mr. Sprague resigned January 28, 1895, when Hon. John F. Andrew, who was serving a second term on the Board, was elected chairman, and whose death in May, 1895, deprived the city of the valuable services of one whose capacity for public affairs more than once was honored both in the state and nation.

A list of the members of the Board from its organization in 1875 will be found in the Appendix.

Park Construction.

The work of park construction, carried on during the year, has been mainly that of finishing up many details which remained to be done after the completion of the driveways in the main park system. This work, which is fully

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detailed in the report of the City Engineer, printed in the Appendix, may be briefly summarized as follows: The completion of roadways, drains, and plantations on Commonwealth avenue; the raising of Charlesgate bridge and approaches, and raising the grade and resurfacing the drive and walks at Fen bridge; the grading and surfacing of Audubon road between Brookline avenue and the railroad bridge, and the construction of walks, walls, and fences at Riverway and Leverett Park; the completion of boundary walls and gateways at Arnold Arboretum; the laying of water-pipes in Arborway and Franklin Park, and the construction of the reservoir on Hagborne Hill; the grading of Forest Hills entrance and the grounds adjoining Seaver street, including a new entrance to Franklin Park from Elm Hill avenue; the completion of the bathing beach at Marine Park, and the construction and opening of the men's gymnasium at Wood Island Park. A contract has been made for the construction of the beach and retaining-walls on that part of the park at the North End which lies north of Commercial street, the plans having been approved by the Harbor and Land Commissioners and the Secretary of War.

Besides the work above enumerated, which has been done under the supervision of the City Engineer, the Board has completed the head-house at Marine Park and erected a new refectory building at Franklin Park, both of which were fully described in the last annual report, and will be ready for occupancy the coming season. Pine Bank House at Jamaica Park has also been reconstructed for refectory purposes from plans by Edmund M. Wheelwright, which provide for a main restaurant and serving-room on the ground floor, with a terrace on the south side facing the pond, and a toilet-room for men opening from a vestibule under the stairway on the north side. The second floor

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contains a dining-room, ladies' parlor, serving-room, and kitchen. The basement is fitted with heating-apparatus, laundry, storage, men's room and toilet, and the attic is provided with accommodations for servants. The house will be ready for occupancy in the spring, and will furnish a much-needed and convenient place for refreshment and shelter, being centrally situated in the stretch of parkways between the Fens and Franklin Park.

Ellicott House at Franklin Park and the tennis-courts at Ellicottdale were opened to the public for the first time last season, and were much frequented by visitors. The new buildings at Charlesbank and Charlestown Heights were also finished and put in use during the season, furnishing accommodations to the public which were much appreciated.

Plans for a building at the Fens, to include a boat-landing, public waiting and toilet rooms, sheds for administration purposes, and to shelter the water-fowl, were prepared by the City Architect, a sketch of which is herewith published. These plans have not yet been approved, although a building to serve similar purposes will be erected when the funds at the disposal of the Board will warrant the expenditure. When this is done, the use of the Fens water for boating and canoeing will become popular, and accomplish some of the objects for which this water park was designed.

Early in the season, arrangements were entered into with William E. Sheldon to equip the park waters with a boat-service proportionate to the requirements of the various locations, so far as the parks were in a condition to permit the same, under a schedule of rates which should render the service popular.

Temporary quarters and landings could only be supplied at first, but it is the intention of the Board to supplement these with boat-storage houses, and to erect permanent quarters as soon as they can be provided.

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Under the agreement with Mr. Sheldon, boats to the number of one hundred and eighty-four, of the high class called for in the specifications, were supplied at Charlesbank, Leverett Park, Jamaica Park, Franklin Park, and Marine Park. Landings not having been provided at the Fens, many of the canoes called for in the agreement were not put in service, but it is the intention to equip this park the coming season, and also to establish a boating-station at Charlestown Playground. Two electric launches were placed on Jamaica Pond the latter part of the season, and a steam launch and naphtha launch were furnished at Marine Park, there being no facilities at the latter place for obtaining power for electric launches.

The service at Marine Park for ferrying to and from Castle Island was inadequate and difficult of execution, particularly at low tide, when the inside wharf was inaccessible. This has been remedied by the dredging of a channel from deep water to a point near the wharf, and by the building of two steam launches, especially designed for the purpose, which will be put in operation the coming year. A copy of the agreement and specifications for the boat-service will be found in the Appendix.

The Board this year was enabled to provide adequate facilities and the labor required for clearing the snow from the park ponds and keeping the ice in condition for skating. Something had been done for this purpose the previous year by spraying and flooding the men's gymnasium grounds at Charlesbank and Wood Island Park. A photograph of the latter place, taken in 1895, before the erection of the gymnastic apparatus, will show to what extent the facilities afforded at this remote ground were availed of by the public. The result of the efforts of the Board in this direction during the winter is fully detailed in the City Engineer's report, together with views of the apparatus in operation.

JAMAICA PARK — ELECTRIC LAUNCH.

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In addition to the care of the ice at Charlesbank for skating, the Board is trying the experiment of keeping open the bathroom connected with the gymnasium for free baths during the winter.

The remaining work on the park system, if the plans of the landscape architects are carried out in full, was estimated, at the beginning of last year, to require about five million dollars, as follows:

Completing section of Fens north of Beacon street	$100,000 00
Completing Riverway, including a new bridge at Longwood avenue	122,000 00
Leverett Park	100,000 00
Jamaica Park	100,000 00
Arborway	125,000 00
Arnold Arboretum, extension	100,000 00
West Roxbury Parkway	500,000 00
Franklin Park	865,000 00
Franklin Field	50,000 00
Dorchester Park	50,000 00
Dorchesterway and Strandway	1,200,000 00
Marine Park, including Castle Island	1,100,000 00
Public Park, North End	150,000 00
Wood Island Park	300,000 00
Charlestown Playground	125,000 00

Work aggregating about $500,000 has since been done or provided for by appropriations.

Some of the estimates were made up from insufficient data, because detail plans were lacking; but the table represents approximately the comparative cost of completing the parks at the time the estimates were made, and it will, therefore, serve the purposes of this report.

With the exception of the Strandway, it is not so essential that the work of construction should be pushed with such rapidity as the preceding work of opening up the parks and parkways to public use. A loan of one million dollars during the coming year should be provided. This will enable the Board to settle outstanding land damages amounting to about $200,000; to continue the general work of the day-labor force; to construct the Longwood bridge, which is dependent upon action by the town of Brookline, also to meet the expense of the bridge at Forest Hills, which will carry the railroad over the parkway, and which is now under construction by the railroad company; to build driveways at the Arboretum and West Roxbury Parkway; to complete the park at the North End, and to erect much-needed buildings there and at Castle Island, Franklin Park, Franklin Field, Jamaica Park, the Fens, and Charlestown Playground.

As the parks assume a more finished aspect, the comfort of the public using them should receive the first consideration; hence the necessity for the erection of the above-mentioned buildings. The construction of the boundary roads of the parkways is required for the proper development of the adjoining territory, and the resulting increase of taxable values on land and new buildings erected will inure to the benefit of the public treasury.

The contemplated improvements at Marine Park and Castle Island and some of the work at Franklin Park can be postponed for the present, if that course is considered expedient for financial reasons. The rest of the work can be done with moderate annual appropriations of such amount as is required to maintain the present working force. A smaller force would be less economical, while the progress made with it would be too slow to suit the public demands.

WOOD ISLAND PARK — SKATING AT THE GYMNASIUM GROUNDS.

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Strandway.

The plans for the construction of that part of the Strandway between Marine Park and O street, where will be located the yacht-clubs and boat-houses, have been prepared and accepted by the Board, and contracts will soon be advertised for this section of the work. The intention of these plans is to concentrate the yachting and boating interests at the point nearest the anchorage, leaving the rest of the Strandway comparatively free from anything of the kind. The result of driving out the private yards, where boat building and repairing is now carried on, will no doubt be inconvenient at first to the yachting interests, but it is expected that yards in other locations not far removed from the yachting centre will soon take their places. The removal of the business from this location will be a great advantage to real estate in this section of South Boston, in addition to the improvement which will be brought about by the construction of the Strandway, and the added value to the adjoining lands for dwelling-house purposes. The increase of the present appropriation to three hundred thousand dollars, recommended by the Mayor in his inaugural address, will enable the grading to be done as far as H street, and it is to be hoped that the City Council will second the Mayor's proposition.

The building of the Strandway from H street to the Old Colony railroad will shut in a considerable area of marsh and flats, at the head of the bay, from the flow of the tide, except through such sluices as may be provided for the purpose. The territory is held by a number of owners, any of whom would find it exceedingly difficult, if not impossible, to fill his land independently of the others. The impossibility of securing concurrent action in this respect, and the chance that the enclosed area would become unsanitary

if left to individual efforts of improvement, are such that the problem would seem to justify an appeal to the General Court for the power to treat the matter in a comprehensive way, similar to that taken in the case of the Miller's river flats, which were filled by the city under a special act which authorized the assessment of the cost upon the estates benefited. The filling could be done at the minimum expense by hydraulic dredges, and, with the construction of streets under the highway act, the whole area would be reclaimed and prepared for a market which its sightly location would command. The Board recommends that the next Legislature be petitioned for authority to carry out the plan.

Arnold Arboretum and Bussey Park.

Mention was made in the last annual report of the Board, of the proposed extension of the Arnold Arboretum to take in the Bussey property on Peters Hill. This enlargement of the Arboretum was made under authority of a special act of the Legislature, which will be found in the Appendix, together with a copy of the indenture made with the President and Fellows of Harvard College. The agreement follows in general terms the original indenture of 1882, and provides for the additional name of Bussey Park to that of Arnold Arboretum. Grading plans for the drive on the north side of the hill from South to Walter streets have been prepared, and as the agreement calls for the construction of this driveway within two years, nothing should be permitted to delay the work. The Board is about to install a stone-crushing plant in the quarry reservation on Bussey street to obtain material for use on the roads to be constructed in the extension of the Arboretum and in other parts of the park system.

NEPONSET RIVER NEAR MATTAPAN.

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Neponset Valley.

House Bill No. 143, accompanying a petition of Charles F. Adams, 2d, and others, looks to the authorization of the Metropolitan Park Commission to appropriate lands and construct roadways or boulevards from Squantum Head, in Quincy, to Boston, and to the Blue Hills Reservation. The plan outlined in the proposed act is to secure the preservation of the natural features of the shore from Squantum Head to Merrymount Park, in Quincy, by the construction of a parkway along the shore, connecting with the Blue Hills Reservation, and by a branch with the Neponset river near the Hancock-street bridge. This Board was asked to publicly favor the plan as a reasonable scheme for the development of the southern part of the Metropolitan District, and as a benefit to the city of Boston. While not opposed to the plan, the Board declined to take any active interest in the matter, believing that any scheme for parkways in this part of the Metropolitan District should be sufficiently comprehensive to include the borders of the Neponset river to Hyde Park, particularly as the land along the river at Mattapan is being developed for building purposes, and the beauties of the river banks, shown in the accompanying photograph, will be quickly destroyed unless secured for park purposes.

Dorchester Park.

The landscape architects have submitted a preliminary plan for the improvement of Dorchester Park, which has not been adopted for the reason that it includes property now in the possession of the Convalescents' Home of the City Hospital, and the Street Department ledge lot on Codman street. The Board is of opinion, however, that the plan merits consideration, and will confer with the Mayor and the

trustees of the hospital with a view to reconciling the various interests affected.

Restrictions on Park Frontages.

The conditions which the Board has seen fit to impose upon abutters who desire to open frontages from their lands to the roadways, which have been constructed on the borders of certain of the parks and parkways, are as follows: *First*, that the use of the premises shall be limited to dwellings and their accessories, no livery or public stable, or mechanical or mercantile business to be permitted; *second*, that dwellings shall not exceed seventy feet in height or be disfigured on top with clothes yards in view from the driveways; *third*, that the cost of buildings shall be such as to exclude undesirable tenements; *fourth*, that the front walls of buildings shall not be placed nearer the park line than twenty or twenty-five feet, according to the location, and that within the space thus reserved only the usual projections appurtenant to the front walls of buildings, such as steps, porticoes, piazzas, bays, and oriel windows, shall be permitted.

These restrictions are no more onerous than owners of large tracts in dwelling-house districts usually impose, of their own free will, upon purchasers of their property, except in the limit of the height of buildings. The desirability of this restriction has lately been exemplified in the apartment building now being completed on Commonwealth avenue at Berkeley street. It is fair to assert that had such a contingency been foreseen, the Commonwealth would have placed a similar restriction upon its lands, and it can readily be believed that other owners of houses on Commonwealth avenue would have welcomed such a restriction as would have saved the avenue from so great a disfigurement as the erection of the apartment-house referred to.

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A large part of the entire frontage from the Fens to Franklin Park has been brought under these restrictions by agreement with the owners of the lands. There are two or three isolated cases of lots having little depth, and fronting on other streets, where the imposition of the restrictions would prove a hardship, and the owners are therefore disinclined to join in the agreement. To meet such cases, the Board, with the consent of the Mayor, has petitioned the Legislature for an amendment of the act authorizing the establishment of a building line on public ways, so as to make its provisions applicable to parks, parkways, and boulevards, and to include a provision with reference to the height of buildings to conform to the usual park restrictions.

Some slight variations in the restrictions above mentioned, which have been placed upon lands fronting on the parkways, having occurred, such as a height of sixty feet for buildings, as at first required, instead of seventy feet, as now fixed, it would seem desirable in the matter of uniformity of restrictions to adjust these differences by mutual agreement. Such an instrument would require the approval of the Mayor and the authority of the City Council to make it binding on the city. An order prepared by the Law Department will be submitted later for such action.

The placing of bill-boards on lands bordering the parks and parkways has become such a nuisance as to call for some means for regulating the business. The report of the landscape architect deals with this subject, and the Board recommends that legislation be applied for on lines therein suggested.

Park Police.

By an act of last year to amend the charter of the city of Boston, the park police were made regular police officers

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of the city, and were placed under the control of the Police Board. This action was taken against the judgment of this Board, and it may be assumed that the result of the action, so far as it has been tried, is not satisfactory. The park police was composed chiefly of veterans of the war of the Rebellion, who would not be considered, physically, up to the standard required of candidates for the regular force. They were not alone police officers, whose duty it is to deal with criminals, but they were more properly park guards or guides, or keepers, similar to those in the parks of most American and foreign cities, who are directly under the authority of the Park Boards; this having been proved to be the most practical method of caring for park property. The pay of these men was somewhat less than that of the regular police, and they were not entitled to a pension on retirement. A part of the force was employed only in summer, and additional men were employed on holidays and Sundays, thus enabling the Board to double the force at the times when the parks were most largely occupied. Under this policy, the park guards were a more efficient and much more economical body than the men now detailed for that duty, although the personnel has not been changed. This Board believes that the action transferring the force to the Police Board was not well considered, and the result of the new system will in the end be detrimental to the interests of the parks; but as the change has come about by the direct action of the Legislature, against an adverse committee report, there seems to be no remedy unless by a reversal of this action by the General Court. Meanwhile, the police force now employed for service in the public parks should, in the opinion of the Board, be supplemented by special men in the employ of the Department, who could act under its direction and carry out its orders and regu-

THE FENS — VIEW FROM BOYLSTON BRIDGE.

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lations regarding the use of specified portions of the parks, such as the playgrounds and picnic groves, the regulation of traffic, the opening and closing of the park gates at certain hours, and similar duties. A bill to accomplish these purposes by authorizing the employment of such special men as may be deemed necessary, in the manner in which corporations now employ special police within their precincts, will be submitted to the Legislature with the approval of the Mayor.

Public Parks and Real Estate.

With regard to the influence of public parks on the neighboring real estate, no recent figures have been made. In 1890 the Board published a statement of the increase in value of the Back Bay lands since the establishment of the park. By this table it will be found that the land alone was trebled in value in thirteen years, while the valuation of land in the rest of the city during the same period increased only eighteen per cent.

The increased taxes on this land, without including the buildings erected, aggregated over two million dollars — a sum more than sufficient to pay the entire cost of the improvement at that time. The increased taxes on new buildings erected on these lands yielded one and one-half millions more of revenue.

While the increase in the value of the lands adjoining other parks of the city has not shown a like phenomenal growth, present indications point to a largely increased revenue from this cause in the future, which may justify the opinion expressed in the earliest report of the Board that the establishment of public parks will have the tendency to lessen the rate of taxation instead of increasing it.

The cost of the land taken for the Back Bay Fens aver-

aged about twelve cents per foot; the cost of improving the site brings the present cost of the land up to fifty-two cents per square foot, while the adjoining land is selling at three dollars to five dollars per foot, although the growth of the city has not as yet brought very much of it into the market.

The cost of Franklin Park land averaged about seven cents per foot, and the cost of improvement about an equal amount, or a total of fifteen cents per foot, which is a moderate valuation for this magnificent property, where land adjoining will bring from fifty cents to a dollar per foot.

The same result is shown in the case of the whole park system, the average cost of which to-day is only six cents per foot for the land and about eight cents per foot for improvements.

The total cost of the entire park system, after all contemplated improvements are made, as now estimated, will not exceed twenty cents per foot. It is fortunate that a system so complete and admirable in every respect could have been secured and built at such a moderate cost.

Respectfully submitted,

EDWARD C. HODGES,
FRANCIS A. WALKER,
LABAN PRATT,
Commissioners.

JANUARY 31, 1896.

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APPENDIX.

LANDSCAPE ARCHITECT'S REPORT.

BROOKLINE, MASS., January 27, 1896.

EDWARD C. HODGES, ESQ., *Chairman of the Park Commission, Boston, Mass.:*

SIR: The following notes of our doings in connection with the work of the Boston Park Commission during the year 1895 are respectfully submitted:

Comparatively slow progress has been made during the past year in the execution of the adopted designs for the several unfinished parks and parkways. Charlesbank and Charlestown Heights, the Fens, the Riverway, and the Arboretum (except the newly added area) may be fairly called completed, but the designs for Leverett, Jamaica, Wood Island, Marine, and Franklin Parks have thus far been only partially executed. The design for a pleasure ground at the North End, adopted and published last year, has been put into the form of working drawings, and construction has begun under direction of the engineer in charge. The comparatively small areas preëmpted by the Commission for pleasure grounds for Dorchester and Brighton are yet to be designed, as is the Peters' Hill addition to the Arboretum and the newly acquired parkway extending from the Arboretum to Bellevue Hill and Stony Brook Reservation. Plans for the Dorchester recreation ground, for the addition to the Arboretum, and the West Roxbury Parkway will be prepared during the coming year. The Brighton, or Barry's Corner, Playground cannot well be planned until the treatment of the Charles River Reservation, upon which this ground abuts, is more clearly determined by the Metropolitan Park Commission.

In spite of the decreased activity of the Department of Construction, numerous minor adjustments have been required in the

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plans for special works or localities. For example, the plans for walls and approaches in the immediate vicinity of the Refectory in Franklin Park have been revised, and detailed working drawings prepared. The plan for that portion of the Strandway which is to be occupied by yacht clubs has been improved. The plans for the stone viaduct by which the Providence railroad is to cross the Parkway at Forest Hills have been made to include an archway for the side road on the north, as was originally intended.

Reports have been filed advising against the undertaking of several works suggested by persons interested in the development of the parks; for example, against roofing the temporary bridge to Castle island; against the immediate building of the proposed public wharf at the southern end of Q street; against constructing an observation tower in the Arboretum; and against the establishment of a swimming-school at Jamaica pond until Jamaica Park shall be nearer completion.

During the winter of 1895, steps were taken by the Commission to establish a service of pleasure boats at Marine Park, Charlesbank, Leverett and Jamaica Parks. As boats are often very disfiguring to the scenery of ponds, we were concerned to secure the use of none but the neatest and best-looking craft. The excellent boats eventually supplied by the contractor, Mr. Sheldon, accorded with the prescriptions of his contract, and it was unfortunate that the Commission was able to provide the boating public with only the cheapest and most temporary accommodations at the landings.

Perhaps the most important questions which have arisen during the year have been connected with the parkways and the boundary roads of the parks. Commonwealth avenue, between the Public Garden and Massachusetts avenue, presents an opportunity for the eventual development of a dignified and noble rectilinear parkway. As at present constructed, the details of the avenue are only crude and cheap makeshifts; and such they had better remain until the time comes when the city and the adjoining land-owners shall be able to invest half a million dollars in providing the uniform sidewalks, the evenly spaced trees, the archi-

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tectural curbs, posts, ramps, seats, flagstaffs, and candelabra, which, with well-placed monuments, will cause the avenue to fulfil its highest possibilities, and bring to the city and the State fitting returns for the expenditures of each. Meanwhile, it is much to be regretted that, while suitable restrictions have been imposed upon abutting land-owners with respect to a uniform "building line," no corresponding restriction is in force respecting the height to which structures may be carried. The effect of the architectural perspective will, of course, be ruined if the retreating sky lines are permitted to become excessively irregular. The uniform building line agreed to by all owners is undoubtedly a benefit to all; for a building pushed forward beyond the line would damage adjacent property, as well as the general appearance of the avenue. A building carried upwards beyond the usual elevation is similarly damaging in the financial as well as the æsthetic sense. It is to be hoped that the opportunity for the making of a really splendid Commonwealth avenue may be saved for the next generation by the immediate limitation of the height of adjacent buildings to something much below the present statute limit of 125 feet.

Along the curvilinear lines of the roads bordering the Fens, and Leverett and Jamaica Parks, few new houses have yet been built, but many will appear before long. The broad sidewalks adjacent to these building lands are constructed with a continuous strip of turf 5 feet wide adjacent to the curb or gutter, and in these strips shade trees are planted at regular intervals. So long as the adjacent private lands remain unoccupied, these planting strips serve simply as a neat finish for the edge of the driveway, while the walk itself is surfaced with gravel only. Where detached houses already exist, or when such are constructed, the sidewalks may advisably be finished with macadam, and the paved surface carried through the planting strip to the edge of the roadway midway between trees, but not otherwise. Where blocks of houses already exist, or when such are constructed, curbs should be set and the whole width of the sidewalk paved, preferably with brick (on account of the air and moisture which will thus be accessible to the tree roots); but it

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would be well for the Park Commission to provide suitable iron gratings to be inserted in the brick pavement about each tree. When private carriageways are permitted to cross these sidewalks, they should not be depressed and curbed like street roadways, but should rise from the gutter nearly to the sidewalk level as quickly as possible. Every effort should be made to preserve uniformity in the paving of the sidewalk, and regularity in the spacing of the sidewalk trees.

From the Fens to Jamaica Park, these side roads of the parks and parkways are already built to their full widths, save for the sidewalks. The boundary roads are also finished in accordance with the plans along the eastern and southern borders of Jamaica Park and part of the eastern border of the Arboretum. That part of Seaver street which forms the northern side of Franklin Park has been completely finished. The side roads remain to be built along the Arborway, while the boundary roads on the northern and western borders of Jamaica Park and the southern and western borders of Franklin Park have not yet been even planned in detail.

Blue Hill avenue, forming the eastern boundary of Franklin Park, is now in process of widening, in accordance with plans drawn up by the Street Commissioners after several consultations. The plan adopted pushes the west side line of the avenue 45 feet into the park. When finished, the new avenue will have here a total width of 110 feet, subdivided as follows, counting from the eastern side: sidewalk, 10 feet; planting strip, 5 feet; roadway, 48 feet; electric-car reservation, 32 feet; and path, 15 feet. The nearest point on the important circuit road of the park will be only 160 feet distant from the widened avenue, but the Street Commissioners have agreed to construct an intervening ridge with material excavated elsewhere in the course of their works, while plantations of trees will complete a suitable dividing screen.

Plans for the advisable rectification and widening of Canterbury street and Morton street, forming the southern and western boundaries of Franklin Park, are now under discussion. Canterbury street may very naturally become the route of an electric-

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car line, in which case a separate track reservation should be provided on the park side of the roadway. In consequence of the extension of Forest Hills Cemetery, Morton street, where it borders the park, has ceased to be a street in the ordinary sense, and has become a traffic road, traversing public lands, and leading south-east from Forest Hills, just as Glen road leads in the same direction from Jamaica Plain. Such roads, having no buildings along them, and so being free from all danger of obstruction by standing vehicles, need never be so broad as ordinary streets. If Morton street should be reconstructed with 10 feet of single sidewalk, 5 feet for tree planting, and 35 feet for roadway, it would doubtless prove amply wide.

Along the western borders of the Arboretum, the old highways known as Centre street and Walter street ought to be similarly widened before the number of abutting buildings increases. When the northern part of West Roxbury shall become a little more densely inhabited, Centre street will almost necessarily become the route of an electric-car line, and the street ought to be laid out accordingly before the operation becomes costly.

Upon private lands adjacent to several of the boundary roads and parkways, huge advertising boards or "hoardings" have been set up during the past year, to the disgust of all sensible persons. Throughout the State, similar advertising has greatly increased of late, "hoardings" being placed on private lands within view of all the principal railroads and highways. It seems that the Public Statutes permit the painting or posting of advertisements on natural or artificial objects, wherever the consent of the owner can be obtained by the advertiser. Moreover, the penalty attached to such painting or posting without consent is very small, while the difficulties in the way of catching offending persons are great. It is obvious that the conditions are favorable for a rapid increase of the advertising plague throughout the country, until the vacant lands adjacent to every much-frequented spot shall all be adorned by reminders of soaps, pills, and tonics.

That such advertising is in many places damaging to public interests, and even to private property, cannot be doubted. It

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should be allowed only as the keeping of dogs, the building of stables, the opening of drinking-saloons, and the giving of public entertainments are allowed in civilized communities; namely, upon permit granted by police commissioners or selectmen. Public opinion undoubtedly condemns such advertising along the Boston parkways, and it is lamentable that the statutes are so far behind the times as to prevent the execution of the public will in this matter.

The Boston parks, after nearly twenty years of effort, have only lately reached that stage of development which enables the general public to begin to understand what parks really are and what the designing of them means. Crowded populations need space for exercise, for air, and for obtaining the refreshing sense of openness, and the sight of sky, distance, and landscape, of which they are so completely deprived in the streets. The Adirondacks, the White Mountains, and the Maine woods supply for many persons who can afford to travel to them the needed antidote to city life. The nearer, more thoroughly humanized and yet unsophisticated landscape of rural townships affords annual refreshment to thousands of others. For the recreation of those who must remain in town, why is it not possible to purchase an attractive and acceptable rural area, comprising woods, fields, streams, and ponds, and preserve it forever in that charming condition which is the product of the natural partnership of man and nature? No gravel paths are half so charming as the turfed wood-roads of New England farms, no shrubbery so pleasing as those which nature rears along the farmer's walls, no pools so lovely as those which, fringed with natural growths, fill and drain away according to the season and the supply of the rain.

Possibly it is a pity that such preservation of rural conditions in public parks is impossible, but that it is impossible is certain. The woodland and the farming land, the embowered pond, the river banks, which possessed such fresh beauty and such virgin charm so long as they were frequented merely by the farmer and his boys, occasional sportsmen, or the owners of the country seat, will inevitably be despoiled of much of their attractiveness when they are invaded by thousands of persons every week or

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FRANKLIN PARK — PATH IN THE WILDERNESS.

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afternoon. The undergrowth of the woods is soon broken and trampled, the beautiful fringe of the little pool is reduced to mire, the old trail along the river bank is soon worn so wide and deep that the roots are exposed and the trees slowly killed. But, because it is thus impossible to preserve the charms belonging to the quiet country-side, is it necessary to abandon the attempt to secure for city people some measure, at least, of that refreshment which they so sorely need? The Boston parks, incomplete as they still are, already answer this question in the negative. Formed slowly, in accordance with well-studied plans, it is now evident that Charlesbank and Charlestown Heights, the Fens and the Parkway, Leverett, Jamaica, and Franklin Parks supply, each in its own way, kinds and means of recreation both helpful and valuable. Fresh air and exercise in pleasant surroundings are obtained at the two first-named places. The Fens and Parkway will furnish miles of agreeable roads which, with all the adjacent houses of the future, will command views of stream-side scenery very unusual in the midst of a city. Lastly, in Franklin Park there is found a leafy screen which hides the town, a breadth of view, an openness, a peculiar kind of scenery, which, in spite of necessarily broad roads and gravel walks, is very refreshing, interesting, and beautiful in a high degree. Such park scenery bears little resemblance to either the ideal landscape of painters or the so-called natural landscape of farms, orchards, and wood-lots. No designer of parks has ever pretended to imitate either of these kinds of landscape, and no sensible person will criticise a park for the absence or presence of either. It is the calling and duty of the conscientious landscape architect to devise ways of arranging land and its accompanying landscape so that whatever the particular purpose in view may be, the result shall be as thoroughly convenient and at the same time as thoroughly beautiful as possible. This is the problem which presents itself in countless forms — in the smallest suburban lot and the finest country-seat, the new seaside pleasure resort and the new factory town, the public school-boys' playground and the ornate city square. The country park of a great city presents this universal problem in

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one of its most difficult phases. Such a park is a tract of land dedicated to a particular purpose, namely, the refreshment of the bodies and souls of great numbers of people. In arranging land and landscape with this purpose in view, it is undoubtedly desirable to follow as far as possible the dictates of poetic and artistic feeling for breadth of composition and picturesqueness of detail. On the other hand, it is a law of nature which must not be forgotten, that satisfying beauty springs from fitness or adaptation to purpose much more surely and directly than from added ornament or the most careful imitation. At all events, it is in this faith that the undersigned have worked for years upon the plans and designs of the Boston parks, with what measure of success only time can determine.

Respectfully submitted,

OLMSTED, OLMSTED & ELIOT.

CITY ENGINEER'S REPORT.

JANUARY 31, 1896.

MR. EDWARD C. HODGES, *Chairman Board of Park Commissioners:*

SIR: I herewith submit the following report of the work done, and of the matters of interest in connection with the work placed under my direction, by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe:

COMMONWEALTH AVENUE.

The construction of the driveways from Arlington street to Beacon street was completed so late in the season of 1894 that it was necessary to do considerable work in the spring to put them in proper condition.

A drain was built from near the Ericson statue to the covered channel of Stony brook to take the surface water from that portion of the avenue between Massachusetts avenue and Charlesgate East, and the old catch-basins which were formerly drained by the leaching of the water through the ground were connected with this drain.

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A cross-walk has been laid across the avenue at Kenmore street.

The plantations, where they abut on the cross-streets, have been graded so as to turn the water from them and the central path into the gutters, in order to prevent its flowing across the sidewalks.

In the summer the trees were badly infested with the *Orgyia leucostigma*, or tussock moth, and a number of boys were employed for the purpose of destroying the cocoons and eggs of the first brood of the moths. The caterpillar hatched from the eggs laid the previous fall completes its work of destruction in June, and then spins its cocoon in crevices of the bark of trees or other sheltered spots; the moth emerges about the twenty-first of June, and lays its egg upon the surface of the cocoon; the eggs hatch in a few weeks, and a second brood of caterpillars attacks the foliage of the trees; these, in turn, go through the various stages of development and deposit their eggs in the same manner as before; these eggs do not hatch until the following spring. The eggs can be readily found and easily destroyed when the trees are free from foliage. The work which was done in July and August was much more difficult than it would have been if done in the winter, but it was very satisfactory, and very little damage was done by the second brood of caterpillars, and very few of the eggs can now be found. The trees will be thoroughly examined during the coming month, and all eggs found destroyed, so that there will probably be little damage done by this insect during the next summer.

The Fens.

The bridge over the Boston and Albany railroad on Charlesgate West having settled so as to interfere with traffic on the railroad, it was closed to travel in May; the bridge superstructure was raised 17 to 20 inches, and the abutments and adjoining retaining walls were built up to the new grade, the sidewalks and driveway on the approaches were brought up to grade and resurfaced, and the curbstones reset.

A portion of the drive and walks adjoining Fen bridge, which had settled so that they were not properly drained, were raised and resurfaced.

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Stone seats and a curbing have been built around the foundation of the John Boyle O'Reilly statue on the triangular area at the junction of Boylston entrance with the Fenway. The foundation for the monument was built in 1894.

Riverway.

Drives, Rides, and Walks. — The only work under this head during the year has been the surfacing of that portion of Audubon road between Brookline avenue and the Boston and Albany railroad. This has been completed, with the exception of the boundary walk and a part of the walk near the administration building. Granite steps have been built, leading from the walk to the entrance to the building.

Wall. — Ninety-five lineal feet of retaining wall have been built between Longwood avenue and Park street on the line of the parkway, connecting two sections of wall previously built.

Leverett Park.

Walks. — All of the walks, except those on the hill north of Ward's pond, have been finished.

Walls and Fences. — The walls on Perkins street were pointed in the spring, and an iron fence 261 feet in length was built on top of the wall on the easterly side of Chestnut street.

Miscellaneous. — A temporary boat-landing was built on Leverett pond. Repairs have been made to the pumping-station building and machinery, and a new drain built from the pump well. A sewer has been built by the Street Department from Pond avenue through the park drive to Castleton street, and a branch is now being built from Castleton street to Perkins street.

The grounds prepared for planting in 1894 have been planted or seeded, but much remains to be done.

Jamaica Park.

Boating Service. — Three temporary boat-landings have been built; the permanent landing near Pond street was floored over with plank and a canvas-covered shelter built upon it. A wire was laid underground from Centre street to the boat-landing for

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JAMAICA PARK — CLEARING ICE AFTER SNOW-STORM.

the purpose of supplying electric current to the electric launches, two of which were put into service in July. A large number of row-boats and canoes were also put into service at the same time.

Refectory.— The Perkins mansion, while in process of reconstruction for use as a refectory, was burned on March 5th. Nearly the whole of the interior and the roof were destroyed, but the walls were not materially injured. New plans were at once prepared by the architects, Messrs. Wheelwright and Haven, and the work is now nearing completion. A sewer is being built to connect the building with the sewer in Jamaicaway at Perkins street.

Miscellaneous. — A short flight of steps has been built on the walk leading from the northerly end of the pond to Jamaicaway.

Repairs have been made to the gate-house and to the conduit across Perkins street.

Arborway.

No work has been done except at the crossing of the New York, New Haven and Hartford railroad, where the railroad company have begun the erection of the bridge which is to carry the railroad over the parkway and Morton street.

About 350 feet of water-pipe on the line of pipe leading from Jamaica pond to Franklin Park has been laid at the above crossing.

Arnold Arboretum.

The boundary wall on Centre and Walter streets has been finished, and the walls and posts for a gateway at the Forest Hills entrance have been built.

Plans are being prepared for a stone-crushing plant to be located on the reservation in the extension of the Arboretum, south of Bussey street.

West Roxbury Parkway.

Considerable work was done on the topographical survey in the early part of the year, but it was discontinued on account of

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the press of other work. Work on the survey has, however, been recently resumed.

The exterior lines of the Parkway have all been marked on the ground by stone bounds.

Franklin Park.

Forest Hills Entrance. — The bridge, which was nearly finished a year ago, and described in the last report, has been entirely completed. The drains have all been built, and a portion of the drive surfaced. The ledge at the junction with Circuit drive has been removed.

Seaver Street. — The walks and slopes on the park side of the street have been finished, and trees have been planted on the northerly side of the street. The road from opposite Elm Hill avenue to the westerly end of the Greeting has been completed.

Refectory. — This building, begun in 1894, is not yet finished, but it is expected that it will be early in the spring. The wall supporting the terrace in front of the building was finished early in the year. The drive leading to the refectory from the Greeting is nearly sub-graded, and a wall is being built on the westerly side of it.

Water Supply. — Water-pipes have been laid from Forest Hills street to the reservoir on Hagborne hill. There yet remain about 4,000 feet of pipe to be laid on Arborway to complete the line from Jamaica pond to the reservoir.

The reservoir is completed and ready for use. It is entirely below the original surface of the ground, and was excavated chiefly in rock, the bottom resting entirely on rock. This would have made the cost of the reservoir excessively high, except for the fact that the excavation served as a quarry, from which material for road surfacing was obtained. Inasmuch as the level of the water in the reservoir could not well be kept at a constant height, and its appearance, if exposed, would be unsightly, it was thought best to have it covered.

The side walls are perpendicular, of American cement concrete, with a thickness nowhere less than one foot, the remaining space between the concrete and the ledge being filled with dry rubble.

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Brick piers, 16 inches square and 10 feet high, and 10 feet apart, were built for supporting the roof. On these piers arched ribs of brick masonry were built, running lengthwise of the reservoir, the rise of the arches being 1 foot, the span 8 feet 8 inches, the width 16 inches, and the thickness at the crown 8 inches; the spandrels were levelled up to the top of the arches. The ribs, together with the side walls, serve as supports for the cylindrical arches, of which there are seven, running lengthwise of the reservoir; these latter arches are of Portland cement concrete, with a rise of one foot in a span of 8 feet 8 inches, and are 8 inches in thickness. Manholes were built in each longitudinal arch.

The bottom of the reservoir is covered with a layer of American cement concrete 6 inches thick. The bottom and the side walls were covered with a layer of Portland cement mortar ½ inch thick, and then the whole surface of the side walls, bottom, and piers were covered with two coats of pure cement wash.

The top of the reservoir is covered with loam with a least depth of 2½ feet.

The 10-inch force main, which also serves as a supply main, branches in a manhole just outside the reservoir and near one corner; each branch is provided with a gate and check valve. The branch which supplies the reservoir enters about 6 inches above the bottom, and is carried diagonally across the reservoir nearly to the farther corner, where it ends in a globe-shaped casting with an opening on top; the pipe is supported on brick piers. The branch which serves for an outflow pipe passes under the bottom of the reservoir a short distance, and terminates with an opening at the level of the bottom; it is embedded in concrete.

At the northeasterly corner there is an outlet for draining the reservoir and an overflow pipe; this outlet is connected with the drainage system of the park, so that by its use water can be supplied to the ponds in the park.

The reservoir covers an area of 9,723 square feet, and has a capacity of 851,000 gallons, which is estimated to be a week's supply, in the driest time, for water-carts on the drive between

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the reservoir and Jamaica Park, and also for supplying the loss by evaporation from the ponds in Franklin Park.

Overlook Building. — Changes were made early in the year in the basement of this building in order to enlarge the women's lavatory about one-half.

Ellicottdale and Cottage. — The cottage was opened in June, with a matron in charge, and was kept open until November 14. There were a great many visitors, and the dressing and bath rooms were largely used by tennis players.

Tennis courts were laid out on the field, the department furnishing the poles and keeping the courts marked. The players provided their own nets, balls, and rackets, which they could check and leave in the cottage when not in use. The use of this ground is destined to be very popular. Its existence is not generally known, but it was no unusual sight during the past summer to see twenty courts occupied at one time.

Miscellaneous. — A temporary boat-landing was built at Scarboro pond, and a boating-service was maintained here through the season.

A donkey service was established for Sundays, and was very much enjoyed by the children.

The number of sheep is now 221, there having been 82 sold in the fall.

Franklin Field.

A wooden fence 767 feet in length has been built on the line between the park property and the cemetery on the easterly side.

The only other work done during the year has been the caring for the grass. The turf has improved in condition generally, although there has been some settlement, due to the withdrawal of the water from the soil by the underdrains. Cracks also appeared in the turf; these and the low places have been filled.

During the latter part of the season the new ground was used for baseball and football games.

In October the first military parade occurred on this ground. Battery A of the Massachusetts Volunteer Militia occupied a portion of the field on the occasion of its fall field-day.

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JAMAICA PARK — PLANING AND SCRAPING ICE.

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The water was turned on to the field on December 9, and the first skating was on December 14.

Dorchester Park.

No work has been done here during the year.

Dorchesterway.

No work of construction has been done here during the year by the Park Department. The Street Department has built a sewer on the southerly side of the parkway, between Pond street and Dorchester avenue.

An arrangement was made with the Street Department by which that department kept the completed drive sprinkled during the season, the expense being charged to the Park Department.

Strandway.

Considerable work has been done in making surveys and plans for the construction of that portion of this parkway east of O street, but owing to the delay in determining the method of construction at the sites to be occupied by the yacht clubs, nothing further has been done.

Marine Park.

Filling. — The work to be done under the contract with William L. Miller, dated July 27, 1894, was finished on November 21. The total amount of filling done under this contract was 217,581 cubic yards, at 47 cents per cubic yard.

Iron Pier. — The settlement of the filling has broken some of the columns at the shore end of the pier, so that it will be necessary to put new foundations under them. As but slight injury has been done to the superstructure, and the movement of the columns has nearly ceased, it will be well to delay the repairs until the movement has entirely stopped.

Frequent measurements are being taken, and the structure is being carefully watched to see if any further damage occurs.

Head House. — The building itself has been completed and

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turned over to the Department. Several minor contracts for laundry machinery, electrical machinery, and lighting fixtures are yet unfinished.

Miscellaneous. — After the new building is occupied there will be no further use for the old refectory building, and it should be removed and the grounds in its vicinity graded and planted.

In June a floating theatre was allowed to be located alongside the Castle island bridge. It was maintained by a private company, and, having proved a financial failure, was removed on July 18.

Range lights have been erected on the wooden pier by the United States Lighthouse Department, and an underground wire laid to them.

A channel has been dredged from the west wharf at Castle island to deep water, for the benefit of the boating-service.

The watering of the driveway was done throughout the season by the Street Department, at the expense of the Park Department.

Public Park, North End.

Surveys and plans have been made for the construction of a portion of this park. A contract was made on November 4 with Trumbull and Ryan for grading and building walls and drains on that portion of the park north of Commercial street for the sum of $41,752. This work is now in progress.

Wood Island Park.

The iron fence around the gymnasium ground, and the iron frames for supporting the gymnastic apparatus, were completed late in the summer, The cost of this work was $2,923.25.

The gymnastic apparatus was furnished and erected by the Narragansett Machine Company, of Providence, R.I., at a cost of $1,401.78. It consists of the following pieces :

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10 Sets of chest weights.
10 Sets of breast bars.
4 Vault bars.
4 Horizontal bars, fixed uprights.
4 Sets flying rings.
18 Travelling rings.
2 Single trapezes.
1 Triple trapeze.
2 Stand swings.
1 Wide ladder.
1 Inclined ladder.
2 Cross ladders.
6 Tilting ladders.
2 Single upright poles.
2 Pairs upright poles, fixed 18 and 16 inches apart.
8 Climbing poles, swinging.
8 Climbing ropes.
3 Sets long inclined bars.
2 Sets high parallel bars.
1 Circular parallel.
2 Giant strides.
24 Iron quoits.
3 16-lb. iron shots.
2 56-lb. weights.
2 Sets jumping standards.
4 Vault poles.
2 Double wire slides.

Considerable grading was required in the gymnasium ground, and a cinder track 20 feet wide and one-fourth of a mile long was built around the grounds. A shed for chest weights, with lockers for small articles, and fences around the places for shot throwing and the cable slides have also been built.

The gymnasium was opened on September 6. The attendance until the close of the season was 43,356. The apparatus was dismantled on January 4, and preparations made for skating, of which an account will be found under the general head of Skating.

An area of the playground was covered with loam and sodded for use as a cricket ground.

The gymnasium ground is very wet after a heavy rain, and should be underdrained during the coming spring.

Charlestown Heights.

The building has been provided with fixtures for lighting. It was opened on June 17, and closed for the winter on November 14. A matron was in charge.

During August, a class in kindergarten work was conducted under the direction of the Massachusetts Emergency and Hygiene Association.

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Charlestown Playground.

No work has been done here during the year except to care for the filling done by the city teams and others.

The area now filled approximately to grade is 7.3 acres.

Charlesbank.

Men's Gymnasium. — The new building was occupied on September 30. It is 2½ stories. On the ground floor there is a large toilet-room for the public, a room for the use of the person in charge of the boating-service, a foreman's room, a workmen's room, and a room for the heater. On the second floor is an office for the superintendent of the gymnasium, a large locker and dressing room, containing 196 lockers, a toilet-room, and a bath-room provided with 6 shower-baths and other fixtures.

The attic floor is used as a store and work room. The building is lighted by electricity and is heated by hot water; both hot and cold water are supplied to the toilet and bath rooms. The entrance to the gymnasium is through this building, and by a bridge from the second floor across the running-track. Turn-stiles with a registering attachment are placed at this entrance so that a record of the attendance can be kept.

The gymnasium grounds were used for skating during February, but were closed during March and April. They were opened on May 1, and kept open until January 3, when the apparatus was dismantled, and the grounds flooded for skating. During the season the gymnasium was open on 197 days, the total estimated attendance being about 200,000.

During the year there were four accidents: three of these were while the gymnasium was in use, and were slight; the fourth was during the skating season, a little girl having been quite severely injured while attempting to climb over the fence.

Women's Gymnasium. — The enlargement of the building was completed early in the season, and it was opened on May 15.

The building has been doubled in size, and now contains on the first floor a general waiting-room, an office for the superin-

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JAMAICA PARK — SWEEPING AND SCRAPING ICE.

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tendent, a large dressing and locker room, containing 124 lockers, toilet and bath rooms, a heater-room, foreman's and workmen's rooms, and a store shed. On the second floor there is a toilet-room for women, and a hall which is used for gymnastic exercises on stormy days. A full account of the work of the gymnasium during the year will be found in the report of the Massachusetts Emergency and Hygiene Association, which has charge of the work.

Miscellaneous. — A drain was built in the spring, connecting the women's building with the sewer in Charles street, the drainage having been previously discharged into the river.

The grounds and walks are in good condition.

The sea-wall needs pointing badly, and it should be done early in the next season.

Skating.

As during the past year the first attempt has been made on a large scale to maintain ice in a condition for skating, an account of the work done and the results obtained may, perhaps, be of interest.

Heretofore, the appropriation for maintenance has been so small that very little could be done, and that only on the smaller grounds of Charlesbank and Wood Island Park.

Preparations were made to keep the ice in good condition on the larger areas of Jamaica Pond and Franklin Field. During the skating season, a year ago, visits were made to Roger Williams Park, in Providence, R.I., Central Park, New York, and Prospect Park, Brooklyn, N.Y., and through the kindness of the superintendents of those parks much valuable information was obtained. We are also indebted to the Superintendent of South Park, Chicago, and the Superintendent of Parks of Minneapolis for their assistance.

The work which we have done during the year was largely experimental, and therefore more expensive than is likely to be the case in the future to secure the same results.

The only natural water surface or pond where the ice has been cared for is Jamaica pond, which has an area of 65 acres.

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This pond does not freeze over until quite late, so that the skating season is shorter here than at other grounds. If the ice forms to a considerable thickness before it becomes covered with snow, the work is much simpler than it is when, as was the case this year, there is a heavy snowfall while the ice is too thin to support horses; the snow prevents the ice from forming, and the only resource is to make holes at frequent intervals; the weight of the snow forces the water up through the ice; the snow soon becomes saturated, and when frozen it is usually strong enough to support horses, but it is too rough for skating, chiefly on account of the tracks made by the men when making the holes. It is therefore necessary to plane the ice. For this purpose a special ice-plane was purchased. It consists of a square frame or sled, the runners of which are adjustable in height with reference to the knife; the latter is fixed to the frame at right angles to the line of travel; at the back there is a pair of handles by which a man can guide the plane, and there is also a seat for the driver. The plane cuts a width of 52 inches, and can be easily hauled by two horses; with it from 2½ to 3 acres can be planed in a working day. It leaves the ice with a very smooth surface.

For removing the chips left by the planer, a scraper has been used, of the same pattern as is used in Central Park, New York. It consists of two vertical sides of boards, 8 feet in length and 18 inches high, joined together at one end at an angle of 60 degrees, the point being boarded over to form a seat for the driver. The open end has a strong brace, placed about midway of the height, and securely bolted to the sides, to the ends of which the draught rope is attached. The inside faces of the sides have strips of thin iron or steel fastened to them at the bottom; a handle is attached at the point for lifting it. This scraper is used with one horse, and is dragged over the ice with the open side in front. When a load is obtained, it is dragged to the bank, where the driver lifts the back corner, thus clearing the snow, turns the scraper on the front corners, and starts for another load. This scraper clears the ice in a very satisfactory manner. It can be used for clearing off light snow, — a depth of 8 inches having been cleared successfully. The scoop scraper used by ice com-

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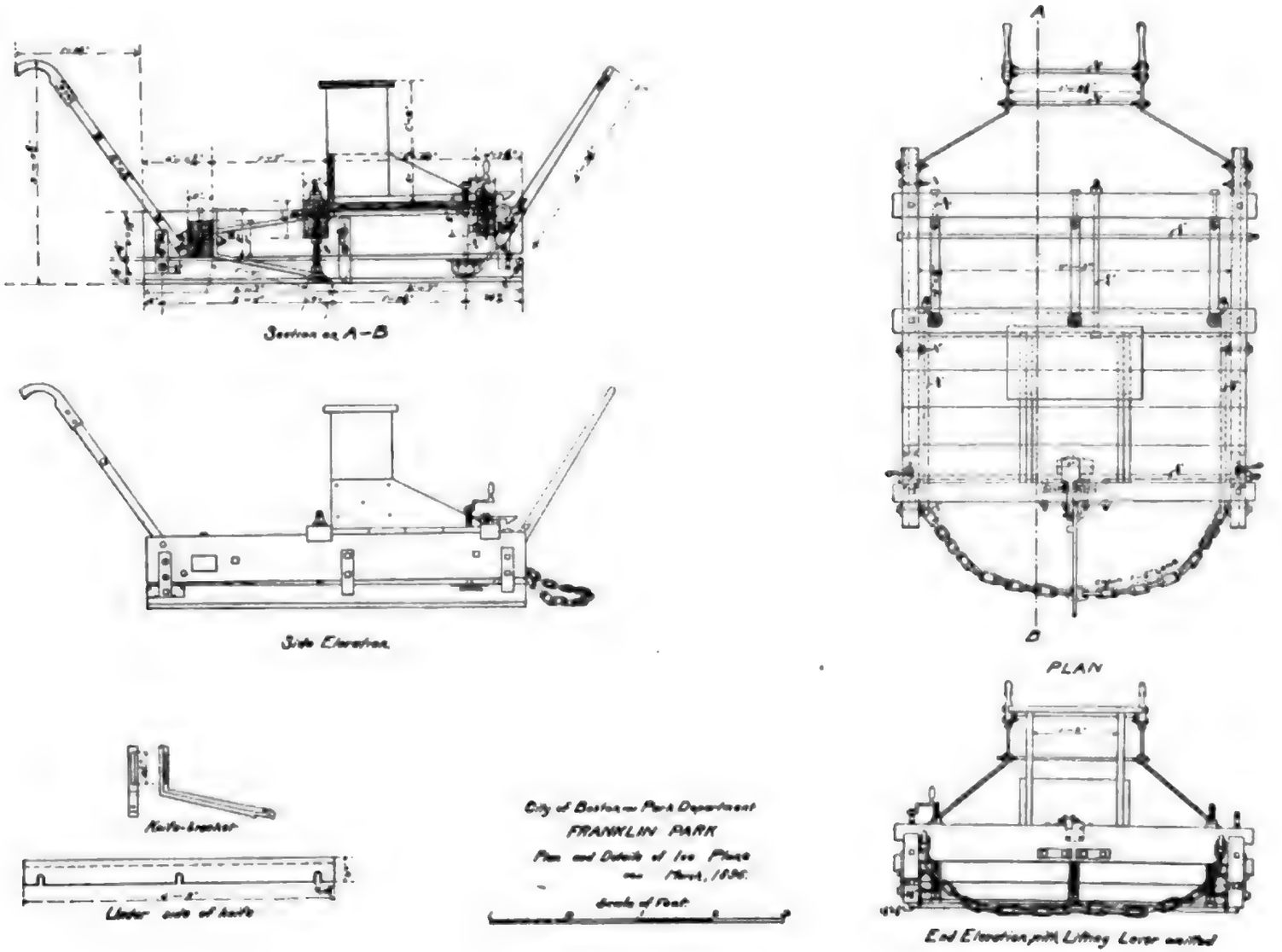

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panies is very useful for piling the snow on to the banks, and thus preventing the settlement of the ice along the shore.

Where the number of skaters is large, the ice becomes worn in a short time, so that it is necessary to clean it. For this purpose, we have used one-horse street-sweeping machines loaned to us by the Street Department. The rims of the wheels were wound with wire to prevent slipping. The machines swept the material on the ice into windrows, and then the triangular scrapers hauled it to the shore. This operation could be repeated for several days in succession; after a time, however, the ice would become worn so unevenly that it would be necessary to plane it again. If a crust forms on the surface of the snow, the triangular scraper cannot be used until the crust is broken; to do this, the scoop scraper can be run through the snow to break it up. About 7 acres can be swept by one machine in a working day.

About 20 acres have been kept in good condition during the past month by the above means.

At Franklin Field there is an area of over 40 acres of level meadow, which is kept dry in summer, but which can be flooded in winter by closing a gate at the outlet of the under-drains, and turning the flow of the brooks on to the field. Ice can be formed here much earlier than on a pond. As soon as the ground freezes, the water is turned on to it; the water freezes to the ground, and the latter can then be flooded. This cannot be done on a pond, as the ice, being of less specific gravity than the water, always floats at the top. The same method of caring for the ice is pursued here as at Jamaica pond, but it can be done more economically, as there are no steep banks, and the snow can be scraped clear of the ice on to the surrounding ground; as there is no danger of the ice settling, piles of snow can be made at any point on the field. When the ice becomes rough it can be planed, or, if the weather will permit of it, it can be flooded and a new surface formed.

At Charlesbank and Wood Island Park, the conditions are similar to those at Franklin Field, except that there is no natural water supply, and resort must be had to hydrants. This can be done here, as the areas are small and the cost of the water is,

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therefore, not great. The most successful method of restoring the worn-out surface at these parks has been by spraying with the hose when the temperature is below freezing. By this means a good body of hard ice can be built up.

The attendance has been very large at all of the skating grounds. At Jamaica Park and Franklin Field there is great need of buildings for the accommodation of the large number of people who frequent these parks.

The following table gives some statistics showing the great interest felt by the people in the skating and the slight cost per person at which the amusement has been furnished.

	Jamaica Pond.	Franklin Field.	Charlesbank.	Wood Island Park.
No. of days' skating,	19	31	43	43
Total estimated attendance . . .	90,000	123,000	99,000	114,000
Area cleared and kept in condition for skating . .	20 acres	20 acres	1 acre	6 acres
Total cost	$1,588 92	$864 18	$610 00	$675 24
Cost per acre . . .	79 45	43 22	610 00	112 54
Cost per person . .	01¾	00 7/10	00 8/10	00 6/10

The appended table shows the principal items of completed work to date.

Respectfully submitted,

WILLIAM JACKSON,
City Engineer.

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REPORT OF THE COMMITTEE OF THE MASSACHUSETTS EMERGENCY AND HYGIENE ASSOCIATION IN CHARGE OF THE WOMEN'S AND CHILDREN'S DIVISION AT CHARLESBANK.

BOSTON, January 11, 1896.

To the Park Commissioners:

GENTLEMEN: It is again our privilege to submit to you our report for the fifth year of our work at Charlesbank.

The attendance has never been so large as during the last season, from May 15 to November 1; the total number of persons admitted having been 190,221, being 44,329 more than the previous year. Of this total, 92,650, or a daily average of 643, took gymnastic work of one or another kind, while the average Sunday attendance in the Lodge and on the Playground was 866.

GYMNASIUM.

The turnstile, which in the spring was placed at its entrance, in addition to the one at the Lodge, has enabled us to measure more accurately the number of persons who practised within its enclosure. Of those doing regular gymnastic work, four hundred and five wore gymnasium suits, others dexterously improvised a divided skirt or trousers out of an ordinary full skirt, which appeared again as such as soon as the pins confining it were removed.

Notwithstanding the often crowded attendance, but four accidents occurred: one girl had her tongue cut, another was struck in the mouth and lost a tooth, and two others received slight sprains. Within a week all were back again at the gymnasium.

Many who in previous summers have had class work, the past season preferred to do free work in the gymnasium. It is evident that the general tendency is for *free work under direction;* at the same time, it is never wise to allow pupils to exercise exactly as they please.

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Class Work.

In spite of all our efforts to systematize and render popular class instruction, it is, as we have stated in a previous report, impossible to have regular class exercise in a large, free, public gymnasium, nor is it essential to its success. Its purpose is that of provision for physical exercise — how that purpose shall be carried out must depend on circumstances. We by no means advise the abandonment of class work; on the contrary, we wish to increase it, and to emphasize its importance, because it helps the women and children to realize the necessity and dignity of progressive, systematic exercise.

The schedule of the classes is as follows:

One class for advanced pupils, eight to fifteen in number, met twenty-one times.

One class for beginners, eight to forty-two in number, met every afternoon during school vacation.

One class for young women, eight to fifteen in number, met fourteen times.

One morning class for older women, two to nine in number, met twenty-two times.

Many individual pupils, who had progressive work under direction from thirty to sixty minutes, met most of the season at 9 A.M. and 6.45 P.M. The class work began June 27, and ended October 9. Team-racing has been liked more than football in class work, the girls often starting themselves, and racing for their colors as eagerly as collegians.

Special Cases.

There have been but nineteen of these, who, suffering from paresis, curvature of the spine, or nervousness, received regular treatment for varying periods of time. Some came from the Massachusetts General Hospital and Chambers-street Dispensary. All improved, while the girl who came regularly for four months was greatly benefited. The usual measurements of height, weight, development of chest, etc., were taken in thirty-five cases, ages ranging from nine to thirty-five years, but with unsatisfactory

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results, for by the middle of September the children came only after school hours, when the teachers were so busy in the gymnasium that second measurements were seldom obtained.

Baths.

These have been the new feature in the year's success. Though from the beginning the girls have been able to take sponge baths in the booths at the end of the gymnasium, there were no adequate bathing facilities until the spring of 1895, when a bath annex to the Lodge was built, and provided with two tub and spray baths and lockers. Many of the children were so ignorant of the conditions of a spray or a tub bath that they asked if it were necessary to take off all their clothes. Four hundred and nineteen tub, and three thousand nine hundred and thirty-six spray baths, or a total of four thousand three hundred and fifty-five baths were taken by six hundred and fifty-six different girls, a daily average, from the time the privilege began, of twenty-five. One hundred and forty-two took but one bath, seventy-seven took over fifteen baths; fifty-two was the largest number taken by any one girl, and ninety-six the largest number of baths taken in any one day. Eight dressing-gowns were provided by friends, but the bathers soon preferred to manage their own wardrobe. Nine thousand one hundred and forty towels and rollers were used in the baths and at the hand-basins, so it can be fairly assumed that Charlesbank has become an important factor in the hygienic condition of certain parts of the city.

In the gymnasium, each girl entitled to a bath received a card with the words spray or tub bath printed on it, the superintendent writing upon it the name of the girl, who then presented it to the officer of the baths at the Lodge. This arrangement was rendered necessary, as by a previous method we had found that the tickets changed owners, one ticket having gone to three girls before it was presented at the bath annex.

The Kindergarten Department,

as we like to call it, with Miss Rosa Doyle in charge, has flourished on the grassy playground. More time than in previous

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years has been given to systematic play with the little children, with good results. Paper folding, pasting colored papers on cards in the form of designs, and the sewing of colored worsteds into pricked cards have been the chief occupations. The moral influence of the playground, and the steady, kind treatment of the children, are of large service in the formation of their characters. There was a total attendance of 2,648, or 61 classes, who did kindergarten work, knitting, and crocheting, and 2,655 pricked cards were given out, while thousands played as they wished on the green, inventing their own good times. The playground is educational. We hope to introduce flower making and a little botany next summer.

Our visitors have been numerous, coming as specialists in gymnastics and philanthropy to observe our methods.

We have had gifts of books, papers, hundreds of pricked cards, flowers, gymnasium suits, a baby carriage, and tickets for picnics for thirty-nine children.

The association has borne the expenses of many slight additions to the working conveniences of the children, for as they were in the nature of experiments, though meeting with success, we did not feel at liberty to ask them of your Board, which with wise generosity and skilful adaptation of means to ends has done everything for our comfort and the benefit of those who frequent Charlesbank.

Miss McMartin has fulfilled her duties as superintendent-in-chief with the same fidelity, skill, and knowledge of human nature, as well as of gymnastics, as in past seasons. She has been most ably seconded by Miss Mahoney as assistant superintendent. Miss Frances Sanborn has been in charge of the baths, and Miss Howe and Miss Phelps have also rendered acceptable occasional service. Mr. E. W. Howe, engineer, and Mr. John F. Murphy, sub-foreman, have helped us over many difficulties and made our work a pleasure.

Winter Classes.

These began in November, in the large, unfinished upper room over the bath annex, in accordance with a long cherished wish, which was made practicable by your financial assistance, aided by

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that of our association. The classes meet two evenings in the week, from 7.30 to 9 o'clock, and are for older girls and women, *not for children.* It is especially the working girls whom we wish to reach by this evening gymnastic work, which we frankly confess is an experiment. At first racial and class feelings among the pupils occasioned misgivings, which soon wore away. Now after a few weeks' trial we have an enrolment of forty members, and at present date of writing an attendance of about twenty. As the class has steadily increased we hope this number will soon be doubled. Climbing ropes, parallel bars, jumping standard, chest weights, wands, and dumb-bells constitute now our simple apparatus, with the welcome addition of a piano to mark time in some of the exercises, and to add to the pleasantness of the evenings.

Miss Mary Mahoney is the superintendent and teacher, and has stimulated the interest of the women by her wise zeal and graceful exercises. We shall rejoice if the slight success achieved this winter may justify your approval of the continuance of the winter classes another year, with more equipments.

In the supervision of this class, as well as that of the summer work, the committee has endeavored to execute faithfully the trust you have placed in them. We have taken turns as visitors, and have given constantly, gladly, and freely of our time and ability.

In addition to our care at Charlesbank, our association provided a kindergartner, who went to the Charlestown Playground every afternoon in August. The park is one of the most beautiful in the city, and is surrounded by homes where live innumerable children. It was delightful to see how easily the rudeness or roughness of the younger boys and girls yielded to the gentle management of the lady teacher, who was besought not only by them, but by their parents, "to keep coming until all the children learnt manners, and could have good times even if they weren't worth anything," as one mother expressed herself.

Respectfully submitted for the committee,

KATE GANNETT WELLS,
ELLEN M. TOWER,
ANNA PHILLIPS WILLIAMS.

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INDENTURE BETWEEN THE CITY OF BOSTON AND THE PRESIDENT AND FELLOWS OF HARVARD COLLEGE, WITH REFERENCE TO ARNOLD ARBORETUM AND BUSSEY PARK.

Indenture made the twenty-second day of April, in the year eighteen hundred and ninety-five, between the City of Boston, a municipal corporation in the Commonwealth of Massachusetts (hereinafter called the City), of the one part, and the President and Fellows of Harvard College, a corporation established by the laws of Massachusetts (hereinafter called the College), of the other part, supplementary to an indenture between the same parties made on the thirtieth day of December in the year eighteen hundred and eighty-two.

Whereas, the Board of Park Commissioners of the City of Boston, by virtue of the authority conferred upon said Board by chapter one hundred and eighty-five of the Acts of the Legislature of Massachusetts of the year eighteen hundred and seventy-five, by a certain written instrument of even date herewith, to be recorded with Suffolk Deeds, has taken and located as and for a public park, a certain tract of land in that part of said City known as West Roxbury, held by the College under the trusts created by the will of Benjamin Bussey, for the purpose of extending the Arnold Arboretum, so called, and for the purposes and under the powers and limitations set forth in said act and acts in addition thereto and amendment thereof, said tract of land so taken being in addition to certain other lands dedicated to the use of said Arboretum, and certain adjoining tracts, the property of other parties, deemed by said Commissioners convenient and necessary for use in connection therewith, and taken for the purposes aforesaid by two certain instruments, dated respectively December 30, 1882, and December 24, 1892, and recorded with Suffolk Deeds;

And, whereas, by an act of the General Court of Massachusetts,

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passed on the twelfth day of February, in the year eighteen hundred and ninety-five, it was enacted that, in case the said Board of Park Commissioners deem it desirable so to take the said lands for the said purposes, said Board of Park Commissioners acting for the City was thereby authorized to lease such portion of the said Arboretum and adjoining tracts so taken as the said Board of Park Commissioners might deem not necessary for use as parkways and grounds to the College, to be held to the same uses and purposes as the said Arboretum was then held under the trusts created by the wills of Benjamin Bussey and of James Arnold, and for such a term, and upon such mutual restrictions, reservations, covenants, and conditions as to the use thereof by the public, in connection with the uses of the same under the said trusts, and as to the rights, duties, and obligations of the contracting parties as might be agreed upon between the said Commissioners with the approval of the Mayor and the College. And the Board of Park Commissioners, on the part of the City, and the Treasurer, on behalf of the College, were respectively authorized to execute and deliver the said lease;

And, whereas, the said Board of Park Commissioners deems such portion of the said Arboretum and adjoining tracts, as is hereinafter described and leased, to be not necessary for use as parkways and grounds, and considers that the same will be better and more advantageously enjoyed and used by the public as a part of the said park, if the same be leased to the College for the purposes of the said trusts, and upon such terms, and subject to such provisions with regard to the use thereof by the public, as are hereinafter contained; and it has been agreed between the said Commissioners, with the approval of the Mayor, and the College that the same be leased to the College for the term, and upon the mutual restrictions, reservations, covenants, and conditions hereinafter expressed:

Now, this Indenture witnesseth, that the said Board of Park Commissioners acting for the City, by virtue and in exercise of the power and authority given to it by the said act, and of every other power and authority it hereto enabling, doth demise and

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lease unto the College all that parcel of land delineated on a plan entitled "Plan for the Extension of Arnold Arboretum," dated April 15, 1895, signed by William Jackson, City Engineer, and to be recorded herewith, said parcel being situate in that part of said Boston known as West Roxbury, and bounded and described as follows: Beginning at the intersection of the south-westerly line of South street near Bussey bridge with the north-westerly line of the location of the Boston & Providence railroad, and running north-westerly on said South street by a curve turning to the north and north-east, then north-easterly, then north-easterly again by a curve turning to the north, north-west and west, all bounding on said South street, in all about 785.60 feet to Bussey street; thence running westerly on said Bussey street about 1,866.21 feet to Walter street; thence running westerly on said Walter street by a curve of small radius turning to the south, then southerly, then southerly by a curve turning to the south-west, then south-westerly, then south-westerly by a curve turning to the south, then southerly, all bounding on said Walter street, in all about 1,168.27 feet, to a cemetery; thence running south-easterly, bounding on said cemetery, by a stone wall, about 368.81 feet; thence south-westerly, bounding on said cemetery, by a stone wall, about 86.21 feet to land of Carleton Keyes and William A. Mosman; thence south-easterly, bounding on land of said Keyes and Mosman, on land of Frederick E. Kendall, on other land of said Keyes and Mosman, on land of Edward C. North, on other land of said Keyes and Mosman, on land of Annie L. Carlson, on land of Charles E. and George W. Browne, on land of Elizabeth N. Eichorn, on land of Hugh Fitzpatrick, and on land of Frederick W. Beering, by a stone wall, about 899.11 feet to land of the Boston & Providence Railroad Company; thence continuing south-easterly, bounding on said land of said railroad company, by a stone wall about 399.22 feet to the north-westerly line of the location of the Boston & Providence railroad; thence running north-easterly, bounding on said Boston & Providence railroad location, about 1,560.63 feet to the point of beginning; containing 67.6 acres more or less.

Also a certain other parcel of land situate in said Boston, in

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that part thereof known as West Roxbury, and bounded and described as follows: Beginning at the corner of Centre and Walter streets and running thence on said Centre street about 815.52 feet to said Arboretum; thence on said Arboretum by an irregular line about 1,223.55 feet to said Walter street; thence on said Walter street about 175.65 feet to the point of beginning: containing about 195,024 square feet, and shown on a plan signed by Alexis H. French, Civil Engineer, dated December 24, 1892, and on file in the office of said Commissioners, and on a copy of said plan filed in the Registry of Deeds for the County of Suffolk.

Also the parcels of land marked respectively "A" and "B" on the plan referred to in said Indenture dated December 30, 1882, and excepted and reserved out of said prior indenture.

Excepting and always reserving out of these presents all those parts of said lands delineated and marked as driveways on the said plan, and also those parts of said lands delineated and marked on said plan as "Quarry Reservation" and "Traffic Road"; and granting with the premises hereby leased a free and unobstructed right of way upon and over all the driveways and the traffic road delineated on said plan, and so marked thereon.

To have and to hold the premises hereby leased (hereinafter called the Arnold Arboretum) unto the College, and its successors and assigns, for the term of one thousand years from the date hereof, without impeachment of waste, upon and for the same trusts, uses, and purposes as those upon and for which the said land held by the College for the purposes of the said Arboretum, at the said time of the passing of the said act of the year 1880, was then held under the will of Benjamin Bussey and the will of James Arnold, and a certain indenture, dated the 29th day of March, in the year 1872, and made between George B. Emerson, John J. Dixwell, and Francis E. Parker, as trustees of the will of the said James Arnold, of the one part, and the College of the other part, in which indenture the trusts provided for in the said will of James Arnold are declared in pursuance of the directions in the said will contained, yielding and paying therefor, during the said term, the yearly rent of one dollar.

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And the City covenants with the College, its successors and assigns, that the College, and its successors and assigns, shall peaceably hold and enjoy the premises hereby leased during the said term without any interference or control of the City, or any person claiming through or under it. That the City will, at all times, save and keep harmless and indemnified the College, and its successors and assigns, and keep the premises hereby leased free and discharged of and from all taxes and assessments of every description which, during the said term, may be assessed or payable in respect of or charged upon the premises hereby leased, or any part thereof. That the City will make and finish, fit for use, within five years from the date hereof, the driveways, of which the sites and dimensions are delineated on the said plan, and so marked thereon, and will, within two years from the date hereof, finish, fit for use, the driveway running through the valley from Walter street to South street; and that the said driveways, during the said term, shall be repaired and maintained in a proper and substantial manner, free of all charge and expense to the College, and its successors and assigns. That the City will, during the said term, provide and maintain a proper and sufficient police in and about the Arnold Arboretum, and the said parts excepted from these presents, and the said driveways, for the preservation of order and good conduct and the observance of the rules hereinafter mentioned or provided for, and will maintain necessary or suitable boundary fences about the whole of said Arboretum. That no public street or highway, except as shown on said plan, and no steam or horse railway, or construction for like purposes, shall be laid out through or over any part of the Arnold Arboretum, except in such places, if any, and in such manner as the Park Commissioners and the College shall approve. And that if the College, its successors or assigns, shall be desirous of taking a renewed lease of the said premises for the further term of one thousand years from the expiration of the term hereby granted, the City or its assigns will, upon the request and at the expense of the College, its successors or assigns, and upon its or their executing and delivering to the City or its assigns a counterpart thereof,

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forthwith execute and deliver to the College, its successors or assigns, a renewed lease of the said premises for the further term of one thousand years, at the same yearly rent and upon and subject to the same restrictions, reservations, covenants, and conditions, as are herein contained, including this present covenant, and so on from time to time forever. And the College, for itself and its successors and assigns, covenants with the City that the College will not commence or prosecute any action, suit, or other proceeding against the City for the enforcement or recovery of any damages or claim which the College may have or be entitled to against the City by reason of the said taking of the said land hereinbefore described.

And that the Arnold Arboretum shall, at all reasonable times, be open to the inspection of the public as a part of the said park, subject to the rules provided for in said indenture of December 30, 1882. Provided, always, and it is hereby declared, that the City shall be at liberty to erect and maintain suitable gateways for entrance thereto upon any of the said excepted parts, and to maintain gates there. And that no pavilion, kiosh, urinal, museum, greenhouse, stable, shed, or other building (except as above provided, and except such yards and service buildings as the administration of said park may require), shall be erected or maintained within the Arnold Arboretum, or in any of the excepted parts, or in any of the said driveways, without the prior consent of the Park Commissioners and the College. Provided, also, and it is hereby declared and decreed that the use of the Arnold Arboretum, and of the said excepted parts, and of the said driveways, by the City and its assigns, and the College, its successors and assigns, and the public, shall be subject to the rules hereinbefore mentioned, and to such additional rules as have been or may, from time to time, be agreed upon between the Park Commissioners and the College. But any of the said rules may be altered or annulled by agreement between the Park Commissioners and the College.

It is agreed that when Bussey street is changed according to said new plan, the City shall restore the land now occupied by that street to such a condition of soil and surface that it can be

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suitably planted with trees, and thenceforward the said land shall be held by the College under this lease.

And it is further stipulated and agreed that the Arnold Arboretum, so called, together with the land hereby leased, shall hereafter be known and called by the name of the Arnold Arboretum and Bussey Park.

In witness whereof, the City, by its Board of Park Commissioners, and the College, by its Treasurer, have hereto set their respective corporate seals, and caused these presents to be signed, acknowledged, and delivered in their name and behalf by the said Commissioners and the said Treasurer, the day and year first above written.

THE CITY OF BOSTON,

By JOHN F. ANDREW,
FRANCIS A. WALKER,
EDWARD C. HODGES,
The Board of Park Commissioners of the City of Boston.

Approved.

EDWIN U. CURTIS,
Mayor.

PRESIDENT AND FELLOWS OF HARVARD COLLEGE,

By EDWARD W. HOOPER,
Treasurer Harvard College.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. APRIL 22, 1895.

Then personally appeared John F. Andrew, Francis A. Walker, Edward C. Hodges, Board of Park Commissioners of the City of Boston, and acknowledged the foregoing instrument to be the free act and deed of the said City; and personally appeared Edward W. Hooper, Treasurer, and acknowledged the foregoing instrument to be the free act and deed of the President and Fellows of Harvard College.

Before me, GEO. F. CLARKE,
Justice of the Peace.

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AGREEMENT BETWEEN THE CITY OF BOSTON AND WILLIAM E. SHELDON, PROVIDING FOR A BOAT-SERVICE IN THE PUBLIC PARKS.

This Agreement, made and entered into in the City of Boston, County of Suffolk, and State of Massachusetts, this fourth day of March, eighteen hundred and ninety-five, by and between the City of Boston, acting by its Board of Park Commissioners, party of the first part, and William E. Sheldon, of Braintree, County of Norfolk, State of Massachusetts, party of the second part,

Witnesseth, said City of Boston hereby grants to said party of the second part, so far as it can lawfully do so, the exclusive right and privilege from the date hereof until December 31, 1900, of maintaining and operating for hire a public boat-service in the waters of the park system of said City, and of conveying passengers by water to and from the different landings in said park system controlled by said Park Commissioners, subject, however, to the conditions and restrictions herein set forth.

Said City agrees to provide, at its own expense, such jetties, shelters, offices, store-rooms for boats and fittings, landing conveniences, excepting floats and gangways, as the said Commissioners shall deem necessary, and at its own expense to drive all piles necessary for mooring the said floats.

Said party of the second part, for and in consideration of the above-described rights and privileges, agrees and promises to furnish, at his own expense, boats for the purpose of accommodating the visitors to the public parks, for hire, so many in number as may be necessary, and of such varying sizes and styles, as in the judgment of the Park Commissioners may be desirable.

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Said party of the second part agrees and promises that the number of boats furnished under this agreement during the first or the present season shall not be less than

Eighty (80) Whitehall boats,
Forty (40) St. Lawrence skiffs,
Twenty (20) fishing boats,
Fifty (50) canoes of various styles,
Twenty-five (25) Adirondack and Lenox boats,
Four (4) electric launches,

and that the number of boats shall be increased, from time to time, as the requirements of the public shall demand, in the opinion of the party of the first part.

Said party of the second part agrees that the boats furnished by him shall be first class in every respect; of dimensions, material, style, and finish approved by the landscape architects of the said party of the first part in accordance with the specifications hereto annexed. All awnings, decorations, and colors shall be satisfactory to the said landscape architects, and all the employees shall be appropriately clothed in uniforms approved by the said party of the first part.

Said party of the second part agrees to provide at his own expense as many employees on the several boats and at the several landings as may be necessary for the proper conduct of the business, and for the safety of the public; that no sailing-boats shall be let to any person unless accompanied by a competent sailing-master, furnished by said party of the second part, and that the charges for the use of any and all boats shall be at all times reasonable and just, subject to the approval of said party of the first part, and not in excess of those usually charged in the vicinity of Boston for the service of the most nearly corresponding character, provided that the minimum charge for the use of boats let for periods of time shall not be fixed at less than twenty-five cents per hour.

Said party of the second part further agrees that he will commence to operate at least one-half of the boats to be furnished during the first season on the 20th day of May, 1895, and will supply boats as fast as, in the opinion of the party of the first

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part, they are required by the patronage, and that he will continue to operate the said boats during such hours of the day, and during such months of the year, as may be required by the said party of the first part.

Said party of the second part agrees that he will indemnify and save harmless the said party of the first part from any loss arising out of, or sustained on account of any damage to persons or property occasioned by the operation of said boats, it being understood and agreed that he is to have full control of said boats, floats, and gangways, subject to the regulations of the Park Commissioners.

Said party of the second part agrees and promises that he will at any time permit the said party of the first part, or any one authorized by it, to inspect and examine any and all of said boats and their appurtenances, and that he will maintain and operate said boats to the satisfaction of said Board of Park Commissioners.

Said party of the second part agrees that he will observe and cause to be observed by his employees and patrons, so far as he may be able to do so, all police, sanitary, and other rules and regulations of whatever sort now existing, or hereafter to be adopted by said party of the first part, for the general government and regulations of the park grounds and waters.

Said party of the second part agrees and promises that he will afford the said party of the first part, or its officers or agents, transportation without charge on said boats, and agrees that in case of accident to any person, any of his boats may be, at once and without charge therefor, taken by any police officer or other employee of the party of the first part for use in such emergency.

Said party of the second part agrees and promises that he will provide and keep for rental an adequate number of suitable boats for use for fishing, of a pattern to be approved by the party of the first part, and to be well-found for the purpose, to the satisfaction of said party of the first part, and that no fishing shall be allowed in any other boats than those thus provided for that purpose.

Said party of the second part agrees and promises that he will, at such points as may be designated by the party of the first part, and for a compensation not greater than seventy-five cents

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($0.75) per week for row-boats, and one dollar and twenty-five cents ($1.25) for sail-boats of twenty feet or less in length, store and suitably care for any boats and boat furniture owned by private parties who may desire to obtain such storage and care from said party of the second part.

Said party of the second part agrees and promises that he will, wherever the patronage will warrant it in the opinion of the party of the first part, maintain lines of omnibus or ferry boats, running over prescribed routes at regular intervals, and operated either by oars or by power, for the convenience of such persons as prefer to patronize such boats and pay by the trip instead of by the hour.

It is understood and agreed that said party of the second part may at any time he thinks desirable for the purpose of enlarging the business, and for his own convenience, take in one or more partners or put it into a corporation by getting the consent of the party of the first part before doing so, and upon the forming of such a company or corporation the party of the second part shall assign and transfer to said company or corporation, all rights, privileges, and obligations contained in this agreement, and it is agreed and understood by and between the parties hereto that such assignment and transfer shall be assented to or approved by said party of the first part, and that no assignment, transfer, or other disposition of this license or of any of the rights and privileges by it conferred shall be made by said party of the second part, or his assigns, unless such assignment, transfer, or disposition shall be satisfactory to said party of the first part.

It is mutually understood and agreed that, in case said boat-service and the exercise by said party of the second part, or by said company or corporation, of the rights and privileges conferred by this agreement, are not satisfactory in all respects to the Board of Park Commissioners, or are not, after notice thereof, made satisfactory to them, said Board may terminate this license by giving to said party of the second part, or his assigns, six months' written notice of their intention to terminate the

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same, and all the rights and privileges granted by this agreement or license shall thereupon be forfeited at the expiration of said six months.

CITY OF BOSTON,

By JOHN F. ANDREW,
FRANCIS A. WALKER,
EDWARD C. HODGES,
Board of Park Commissioners.
WILLIAM E. SHELDON.

Approved.

EDWIN U. CURTIS,
Mayor.

Approved as to form.

THOMAS M. BABSON,
City Solicitor.

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SPECIFICATIONS FOR THE STOCK, EQUIPMENT, AND MANAGEMENT OF THE BOATING-SERVICE OF THE DEPARTMENT OF PARKS OF THE CITY OF BOSTON.

The material, construction, workmanship, finish, and equipments of the boats, otherwise than as provided for in the following general specifications, shall be of the highest yachting standard, and satisfactory in all respects to the landscape architects, and all boats shall be scraped, sand-papered, varnished, or painted before they get shabby.

Electric Launches. — To be of dimensions suitable to the services required of them. Frame of white oak, planking of cedar, decks and interior woodwork of mahogany; outsides of hulls to be painted white; decks and interior work varnished, with pumice-rubbed finish. The launches, with their awnings, gratings, fittings, and furniture, to be generally similar to and in every particular as good as those used at the World's Columbian Exposition, in Chicago.

Sail-Boats. — To be not less than 18 feet long, and of such beam, model, sparring, rig, and form, and area of sail, as to be safe, seaworthy, and non-sinkable. Frame to be of oak, planking of cedar, interior woodwork to be varnished, exterior woodwork to be painted as shall be approved by the landscape architects. Seats to be furnished with cushions of canvas, with hair top, stuffed with cork chips or deer hair, and adapted to serve as life preservers, if required by the party hiring the boats. Sail-boats to be furnished with oars, life-preservers, boat-hook, anchor, cable, and a keg or tank of fresh water, and also to fly the Department burgee when in service.

Whitehall Boats. — To be 12 or 15 feet long. Oak frame, white cedar planking, inside finish of oak or ash; hull to be varnished inside and out, and to be furnished with gratings at bow and stern.

St. Lawrence Skiffs. — To be 16 to 18 feet long. Oak frame,

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white cedar planking, interior of mahogany, hull finished in natural colors. Boats to be furnished with cushions and burgee as required above under the heading of sail-boats. Rowlocks and other fittings and trimmings of brass.

Randams. — To be 17 to 19 feet long. Oak frame, white cedar planking, with mahogany tops. Interior finish and gratings of mahogany. Boats to be furnished with cushions and burgee as required above under the heading of sail-boats. After seat to be fitted with back rest. All woodwork to be finished in natural colors varnished. Fittings of brass.

Lenox Boats. — To be 14 to 16 feet long. Oak frame, oak ribs, cedar planking, mahogany tops, and inside finish all varnished in natural colors. Boats to be furnished with cushions and burgee as required above under the heading of sail-boats. Fittings of brass.

Adirondack Boats. — Same construction, finish, and equipments as Lenox boats, and to be 13 to 15 feet long.

Canoes. — To be 16 to 18 feet long, of oak frame, cedar planking, or covered with canvas; interior varnished, exterior varnished or painted, as may be approved by the landscape architects. Canoes to be furnished with life-preserving cushions, as above described under the heading of sail-boats.

Oars. — Every boat to be supplied with a boat-hook, and with oars of the best quality; the oars to be of straight or of spoon style, as customers may prefer, leathered, coppered, and varnished; and to be frequently overhauled, sand-papered, and varnished, and otherwise kept in good order.

Rates of Fare. — The rates of fare shall in no case exceed the following, and shall be posted conspicuously at all landings where all boats are kept:

Omnibus and ferry boats, running over a prescribed course, ten cents per passenger for each trip not exceeding twenty minutes in length.

Electric Launches. — With one attendant, three dollars ($3.00) per hour for the first two hours, and two dollars ($2.00) per hour for each hour thereafter, and not exceeding twenty dollars ($20.00) per day.

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Sail-Boats. — Eighteen feet long, with sailing-master, one dollar and twenty-five cents ($1.25) per hour, five dollars ($5.00) for half day, eight dollars ($8.00) per day. If a sail-boat gets becalmed down the harbor and does not get back within 24 hours, through no fault of the passengers, they shall not be required to pay a greater rate than the fare for one day.

Fishing-Boats. — Twenty-five (25) cents per hour, one dollar ($1.00) per half day, and one dollar and fifty cents ($1.50) per day. Fishing outfits, shrimp and clam-bait will be supplied at a reasonable cost.

Row-Boats and Canoes. — Week-days, except Saturday afternoons and holidays, thirty cents per hour, one dollar and fifty cents ($1.50) per half day, and two dollars ($2.00) per day.

Row-Boats and Canoes. — Saturday afternoons, Sundays, and holidays, forty cents per hour, two dollars ($2.00) per half day, and three dollars and fifty cents ($3.50) per day.

Row-Boats with cushions, etc., five cents per hour extra. Row-boats with rower, twenty-five cents per hour extra. Five-cent tickets for the use of boats are to be sold in packages of one hundred, at a reduction of 25 per cent.

Uniforms. — To be of yachting style, in accordance with samples to be approved by the landscape architects.

Regulations for Passengers. — All passengers must conform to the police and other regulations of the Park Commissioners, and that such regulations may be enforced, one man in each boat having a boatman, and one man on each landing will, if practicable, be clothed with the powers of special officers.

Qualifications and Conduct of Boatmen. — All boatmen shall be skilled in and accustomed to the duties in which they shall be employed. When on duty they shall be sober, and shall drink nothing intoxicating; they shall be clean and neat in person and attire; they shall be civil and courteous, but not unreservedly companionable with their passengers; they shall maintain good temper under all circumstances; they shall not be insolent or use foul language under any provocation; they shall be skilled in swimming; they shall know how to rescue drowning persons and how to treat those apparently drowned with a view to their re-

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covery; they shall be vigilant and firm in preventing conduct on the part of any passenger which is dangerous or reasonably offensive to others; they shall be vigilant to preserve the boat-landings, together with their boats and the equipments of them, from all disorder, defacement, or foulness, and quick and thorough in the restoration of cleanliness and good order upon occasion.

General Management. — The business is to be managed at the landing-places and offices as well as in the boats, with the purpose of producing a strong impression that it is so scrupulously carried on under fixed rules and efficient discipline of all concerned in it that the most timid may make use of the boats with assurance of safety and comfort, and the most modest and retiring with confidence that they will be subject to no annoyance. No man is to be employed or be retained in the service who shows a disposition to avoid or neglect the use of formalities for this purpose, or an inclination to indulge in any habits adapted to produce a counter-impression to that above stated to be desired, and any such person, if so employed, shall be discharged immediately on notice from the Park Commissioners.

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STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

[Stat. 1895. — Chap. 45.]

An Act to authorize the Extension of the Arnold Arboretum.

Section 1. If the board of park commissioners of the city of Boston deem it desirable to take at any time, or from time to time, the whole or any part of that tract of land in that part of the city of Boston known as West Roxbury, held by the President and Fellows of Harvard College under the trusts created by the will of Benjamin Bussey, for the purpose of extending the Arnold Arboretum, so-called, and for the purposes and under the powers and limitations set forth in chapter one hundred and eighty-five of the acts of the year eighteen hundred and seventy-five and acts in addition thereto and amendment thereof, said board of park commissioners, acting for said city of Boston, is hereby authorized to lease such portion of said tracts of land so taken as the said board of park commissioners may deem not necessary for the use as parkways and grounds to the President and Fellows of Harvard College to be held by them to the same uses and purposes as the arboretum is now held under the trusts created by the wills of Benjamin Bussey and of James Arnold, and for such a term and upon such mutual restrictions, reservations, covenants and conditions as to the use thereof by the public in connection with the uses of the same under said trusts, and as to the rights, duties and obligations of the contracting parties, as may be agreed upon between said park commissioners with the approval of the mayor and said president and fellows. The board of park commissioners on the part of the city of Boston, and the treasurer on behalf of the President and Fellows of Harvard College, are hereby authorized to execute and deliver any lease as aforesaid.

Sect. 2. This act shall take effect upon its passage.

(*Approved February* 12, 1895.)

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[Stat. 1895. — Chap. 185.]

AN ACT TO AUTHORIZE THE CITY OF BOSTON TO ABATE A PORTION OF THE BETTERMENTS MADE ON ACCOUNT OF THE LAYING OUT OF JAMAICA PARK AND ARBORWAY.

SECTION 1. The city of Boston may at any time within two years from the passage of this act authorize the board of park commissioners of said city to abate such proportion of any assessment for a betterment made on account of the laying out of the parkways known as Jamaica Park and Arborway, or either of them, as said board shall deem just and expedient, and may authorize the treasurer of said city to repay the proportion of any assessment which is paid into the city treasury, as said board of park commissioners shall approve. The expenses incurred under this act shall be charged to the appropriation for the park department of said city.

SECT. 2. This act shall take effect upon its passage.

(*Approved March* 27, 1895.)

[Stat. 1895. — Chap. 272.]

AN ACT CHANGING THE LIMITS WITHIN WHICH LAND MAY BE TAKEN BY THE METROPOLITAN PARK COMMISSION WITHIN THE CITY OF MEDFORD.

Section four of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three is hereby amended by striking out in the twenty-fifth, twenty-sixth, twenty-seventh and twenty-eighth lines, the words "the southerly base of Pine hill, northwesterly through the southern end of the dam of the south reservoir of the town of Winchester, and extended to the western boundary of said fells, so-called; nor", and inserting in place thereof the words: — the westerly line of Forest street, north fifty-three degrees west, through a point three hundred feet south of the southerly base of Pine hill, and thence in the same course two thousand two hundred and seventy feet to a point at or near Meeting-house brook, so-called; thence north twenty-five degrees west, two thousand two hundred and eighty feet to a point; thence north fifty-four degrees west, eight hundred and

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thirty feet to a point; and thence north thirty-three degrees west, to the boundary line of the town of Winchester; nor east of said westerly line of Forest street and, — so as to read as follows: — *Section* 4. Said board shall have power to acquire, maintain and make available to the inhabitants of said district open spaces for exercise and recreation; and to this end, acting so far as may be in consultation with the proper local boards, shall be authorized to take, in fee or otherwise, in the name and for the benefit of the Commonwealth, by purchase, gift, devise or eminent domain, lands and rights in land for public open spaces within said district, or to take bonds for the conveyance thereof; and to preserve and care for such public reservations, and also, in the discretion of said board and upon such terms as it may approve, such other open spaces within said district as may be entrusted, given or devised to said board or to the Commonwealth by the United States, or by cities, towns, corporations or individuals, for the general purposes of this act, or for any one or more of such purposes as the donor may designate: *provided, however*, that no private property taken for the purpose of this act shall be taken under the right of eminent domain without the concurrence of a majority of the board and of the board of park commissioners, if any, of the city or town in which such property is situated; *provided, further*, that no land shall be taken by the right of eminent domain in that part of the city of Medford known as the Middlesex Fells, southerly of a line drawn from the westerly line of Forest street, north fifty-three degrees west, through a point three hundred feet south of the southerly base of Pine hill, and thence in the same course two thousand two hundred and seventy feet to a point at or near Meeting-house brook, so-called; thence north twenty-five degrees west, two thousand two hundred and eighty feet to a point; thence north fifty-four degrees west, eight hundred and thirty feet to a point; and thence north thirty-three degrees west, to the boundary line of the town of Winchester; nor east of said westerly line of Forest street, and southerly of a line drawn from said southerly base of Pine hill, east to the eastern boundary of said fells; *provided, further*, that said board shall not take by purchase or right of

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eminent domain, under this act, any land or other property to an amount exceeding in value in the aggregate, with land or other property previously taken by purchase or eminent domain hereunder, ninety per centum of the total amount appropriated by the legislature, or contributed by individuals or corporations for that purpose; *provided, further*, that nothing in this act shall be construed to limit existing rights of any city or town in relation to water supply purposes, or in any way obstruct their taking advantage of such rights. In furtherance of the powers herein granted, said board may employ a suitable police force, make rules and regulations for the government and use of the public reservations under their care, and for breaches thereof affix penalties not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; and in general may do all acts needful for the proper execution of the powers and duties granted to and imposed upon said board by the terms of this act. Said board shall also have power to expend such funds, whether principal or income, as may be given in trust, as provided for in section five.

(*Approved April* 12, 1895.)

[Stat. 1895. — Chap. 305.]

AN ACT RELATIVE TO THE TAKING, BY THE METROPOLITAN PARK COMMISSION, OF REVERE BEACH, SO-CALLED, IN THE TOWN OF REVERE.

SECTION 1. The metropolitan park commission, created by chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, for the purpose of carrying out the provisions of said act and of any acts in amendment thereof or in addition thereto, including chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four, may expend the further sum of five hundred thousand dollars, in addition to all sums hitherto authorized to be expended by it; and to meet any expenditure under the authority of this act the treasurer and receiver-general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the

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metropolitan parks loan, and establish a sinking fund to provide for the same; said scrip or certificates of indebtedness to be issued and said sinking fund to be established, assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of said chapter four hundred and seven.

SECT. 2. If any portion of its present location and property is taken by the metropolitan park commission under the provisions of chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four, the Boston, Revere Beach & Lynn Railroad Company, authorized by section five of said act to take a new location within the town of Revere, is hereby further authorized and empowered, for the purpose of carrying out the provisions of said act and all acts in amendment thereof and in addition thereto, to take and acquire any portion of the location and property of the Boston & Maine Railroad within the town of Revere, and to construct, maintain and operate a new line of railroad thereon, in accordance with the provisions of section five of said act; *provided, however,* that said Boston, Revere Beach & Lynn Railroad Company shall not interfere with the operation of said Boston & Maine Railroad during the period of six months from the time of taking or acquiring any portion of its location and property hereunder.

SECT. 3. If any portion of the location and property of the Boston & Maine Railroad is taken by the Boston, Revere Beach & Lynn Railroad Company under the provisions of this act, or under any provisions of law, said Boston & Maine Railroad is hereby authorized and empowered, in accordance with the provisions of chapter one hundred and twelve of the Public Statutes and of all general laws then in force relating to the fixing of the route of railroads, the laying out of the same, and the taking of lands and payment of damages therefor, to take and acquire a new location and necessary land and rights in land within said town of Revere, and not a part of the lands taken or acquired by said commission as an open space, and also to construct, maintain and operate a new line of railroad outside of the lands taken or acquired by said Boston, Revere Beach and Lynn Rail-

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road Company, in place of the portion of the location and railroad taken or acquired as aforesaid.

SECT. 4. The Commonwealth shall compensate said railroad companies and each of them for all damages sustained and expenses incurred by them and each of them by reason of any acts done under the authority of this chapter or of chapter four hundred and eighty-three of the acts of the year eighteen hundred and ninety-four; said damages and expenses to be determined by agreement between said parties and each of them, and said board, and in case of disagreement, then to be determined by a commission of three disinterested persons to be appointed by a justice of the supreme judicial court, or to be determined by a jury in the superior court for the county of Suffolk, upon petition of any interested party.

SECT. 5. The metropolitan park commission shall have the same authority to determine the value of and assess upon real estate the amount of betterments accruing to said real estate by reason of any taking by said commission, under any provisions of law, of land for open spaces for exercise and recreation, which is conferred upon boards of park commissioners in towns and cities by section seven of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two.

SECT. 6. This act shall take effect upon its passage.

(*Approved April* 24, 1895.)

[Stat. 1895. — Chap. 450.]

AN ACT RELATIVE TO THE METROPOLITAN PARK COMMISSION.

SECTION 1. The metropolitan park commission may, for all purposes not inconsistent with the purposes specified in the act establishing said commission, and acts in amendment thereof and in addition thereto, erect, maintain and care for buildings, and, by deed executed, acknowledged and recorded according to the laws of the Commonwealth, grant or accept and assent to any deed containing reservations of easements, rights of way and privileges in life estates, estates for the life of another and estates for years, including leases in, upon, under and over any portion

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of the lands now or hereafter taken or acquired by it, all for such considerations and rentals and upon such terms, restrictions, provisions or agreements as said commission may deem best. Said commission may remove or sell at public or private sale surplus earth, rock, ice, wood, hay, standing grass, old buildings and materials, and fix the price and terms thereof, collect the money due therefrom, and sue to recover or enforce the same in the courts of the Commonwealth. All moneys received therefrom in each year shall be accounted for and paid to the treasurer and receiver general by said commission.

Sect. 2. Said commission, with the concurrence of a majority of the board of park commissioners, if any, of the city or town in which the property is situated, may, by deed executed, acknowledged and recorded according to the laws of the Commonwealth, accompanied by plan or survey, also to be recorded, abandon any portion of the lands or rights in land taken or acquired by it, and said abandonment shall revest the title thereof, as if never taken, in the persons, their heirs and assigns, in whom it was vested at the time of taking. If a majority of said commission vote to abandon any portion of the lands or rights in land taken or acquired by it and the board of park commissioners of the city or town in which such property is situated refuse or fail to concur with said commission within fourteen days from the giving of written notice of such vote to such board of park commissioners, then in such case said commission, upon notice in writing of not less than seven days to such board of park commissioners, may appear before the governor and council and ask for the concurrence of the governor and council in such abandonment; and if the governor and council after a hearing thereon concur in such abandonment the same shall have full force and effect. The said abandonment may be pleaded in reduction of damages in any suit therefor on account of such taking. Said commission, with the concurrence of the majority of the board of park commissioners, if any, in the city or town in which the property is situated, may at any time sell at public or private sale any portion of the lands or rights in land, the title to which has been taken or received or

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acquired and paid for by it, and may, with the concurrence of such board of park commissioners, execute and acknowledge a deed thereof, with or without covenants of title and warranty, all in the name and behalf of the Commonwealth, to the purchaser, his heirs and assigns, and deposit said deed with the treasurer and receiver general of the Commonwealth, together with a certificate of the terms of sale and price paid or agreed to be paid at such sale; and said treasurer and receiver general, upon receipt of said price and upon the terms agreed in said deed, shall deliver the same to said purchaser. If a majority of said commission vote to sell any portion of the lands or rights in land taken or acquired by it, and the board of park commissioners in the city or town in which such property or right in property is situated refuses or fails to concur with said commission within fourteen days from the giving of written notice of such vote to such board of park commissioners, then and in such case said commission, upon notice in writing of not less than seven days to such board of park commissioners, may appear before the governor and council and ask for the concurrence of the governor and council in such sale; and if the governor and council after a hearing thereon concur in such sale it shall have full force and effect. The treasurer and receiver general may by the attorney-general sue for and collect the price and enforce the terms of any such sale.

Sect. 3. Said commission may accept and maintain as a portion of the public reservations, under the provisions of the act establishing said commission, and acts in amendment thereof and in addition thereto, including this act, any lands or rights in land which may be given to the Commonwealth, provided such lands lie within the limits of the metropolitan parks district, or without such limits, but immediately contiguous thereto.

Sect. 4. Said commission shall have the same power and authority to determine the value of and assess upon real estate the amount of betterments accruing to said real estate by reason of any taking made by said commission under the provisions of law, of land for open spaces for exercise and recreation, as is now conferred upon boards of park commission-

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ers in cities and towns by section seven of chapter one hundred and fifty-four of the acts of the year eighteen hundred and eighty-two in regard to the location and laying out of parks; and shall also have full power and authority to abate such proportion of any assessment for betterments made by it hereunder as it shall deem just and expedient; and also to authorize the treasurer and receiver general of the Commonwealth to refund to the proper person or persons the amount of such abatement of any assessment already paid.

Sect. 5. The treasurer and receiver general shall pay into the metropolitan parks loans sinking fund all moneys received under the provisions of this act.

Sect. 6. The secretary of the metropolitan park commission, or such other person as said board may designate, may have advanced to him from the money in the treasury of the Commonwealth known as the metropolitan parks loan such sums, not exceeding ten thousand dollars at any time, as the auditor may certify to be necessary to enable said board to make direct payment upon its pay rolls and other accounts. The persons so designated by said board shall give a bond with sufficient sureties, to be approved by the auditor of the Commonwealth, in the sum of ten thousand dollars. As soon as may be after expending such advance, and in any case within thirty days from its receipt, the person who has received the money from the Commonwealth under the provisions of this act shall file with the auditor a statement in detail of the sums expended subsequent to the previous accounting, approved by the board, if any, authorized to supervise such expenditure, and, where it is practicable to obtain them, accompanied by receipts or other like vouchers of the persons to whom the payments have been made.

Sect. 7. Said commission shall publish the rules and regulations made by it from time to time. Said publication shall be made at least six times in at least three newspapers printed and published in each county which is wholly or in part within said metropolitan parks district, and such publication shall be sufficient notice to all persons. The sworn certificate of any member of said commission, or of its secretary, that said rules and regula-

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tions have been published as herein provided, shall be *prima facie* evidence thereof. A copy of said rules and regulations, attested by any member of said commission or by its secretary, shall be *prima facie* evidence that said rules and regulations have been made by said commission, as provided by law.

SECT. 8. Whoever violates any rule or regulation lawfully made by said commission shall be punished by a fine not exceeding twenty dollars.

SECT. 9. The police appointed or employed by said commission in accordance with the provisions of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, and chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four, shall have all the powers of police officers and constables for the maintenance of the public peace upon any lands, roadways, or boulevards under its care, and upon any roadways passing through or bordering upon said lands.

SECT. 10. Said commission may employ counsel to advise, assist and represent it; and such counsel, if approved by the district attorney for any county within the park district, shall have full power and authority to represent the interests of the Commonwealth in the superior court in such county in all matters arising under said acts or any of them, or under this act; and, if approved by the attorney-general, shall have full power and authority to represent the interests of the Commonwealth in the supreme judicial court in all matters arising under said acts or any of them, or under this act.

SECT. 11. The secretary of the Commonwealth shall on the request of said commission certify in writing under the seal of the Commonwealth the names of the commissioners, or of their secretary, and such certificates shall be sufficient *prima facie* evidence for any and all purposes.

(*Approved June* 3, 1895.)

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STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN THE CITY OF BOSTON.

Year.	Chapter.	
1866.	247.	— An Act to authorize the Erection of a Sea-wall, and the filling of certain flats in Charles river, to abate a nuisance.
*1870.	283.	— An Act for the Laying out of one or more Public Parks in or near the City of Boston.
†1875.	185.	— An Act for the Laying out of Public Parks in or near the City of Boston.
1880.	144	— An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
1881.	92.	— An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Charles-river Embankment.]
1881.	197.	— An Act to authorize the Construction of the Charles-river promenade.
1882.	168.	— An Act to authorize the City of Boston to Issue a Public Park Loan.
1884.	226.	— An Act in relation to betterments for Locating, Laying out, and Constructing Streets, Ways, and Public Parks.
1884.	237.	— An Act in relation to assessments for Public Improvements.
1885.	299.	— An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.
1885.	360.	— An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]

* This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

† This Act was accepted by a majority of the legal voters voting thereon, June 9, 1875 Yeas, 3,706; Nays, 2,311.

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Year.	Chapter.	
1886.	65.	— An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.
1886.	134.	— An Act to change a portion of the line of the Sea-wall of the Public Park in the City of Boston, known as the Charles-river Embankment.
1886.	304.	— An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.
1887.	312.	— An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.
1887.	427.	— An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.
1888.	376.	— An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.
1888.	392.	— An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.
1889.	129.	— An Act relating to buildings in the Public Parks of the City of Boston.
1889.	438.	— An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.
1890.	271.	— An Act to authorize the City of Boston to incur indebtedness outside of its debt limit, to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.
1890.	339.	— An Act changing the boundary between the City of Boston and the Town of Brookline.
1890.	444.	— An Act to amend an Act authorizing the City of Boston to incur indebtedness outside of its debt limit to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.

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Year.	Chapter.	
1891.	301.	— An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.
1891.	344.	— An Act to authorize the City of Boston to construct a Sea-wall and extend the Charles-river Embankment.
1891.	390.	— An Act to provide for the appointment of the Charles-river Improvement Commission.
1892.	371.	— An Act to authorize the City of Boston to take Jamaica Pond and Ward's Pond for a Public Park.
1893.	126.	— An Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.
1893.	211.	— An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.
1893.	225.	— An Act to authorize cities and towns to establish and maintain Public Playgrounds.
1893.	258.	— An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.
1893.	282.	— An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.
1893.	300.	— An Act relative to the Laying out of Public Parks by towns and cities. [Boulevard Act.]
1893.	331.	— An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.
1893.	407.	— An Act to establish a Metropolitan Park Commission.
1893.	416.	— An Act relating to an Act relative to the Laying out of Public Parks by towns and cities. [Amending Stat. 1893, Chap. 300.]
1893.	435.	— An Act in relation to the construction of a Sea-wall and the extension of the Charles-river Embankment by the City of Boston.

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Year.	Chapter.	
1893.	475.	— An Act to provide for the Improvement of Charles river.
1894.	288.	— An Act to authorize the Metropolitan Park Commission to construct Roadways and Boulevards.
1894.	396.	— An Act to authorize the City of Boston to incur indebtedness beyond the limit fixed by law, for Park purposes.
1894.	483.	— An Act to authorize the Commonwealth to acquire the location in part of the Boston, Revere Beach, & Lynn Railroad, and to authorize a relocation in part of said railroad.
1894.	509.	— An Act to authorize the Metropolitan Park Commission to expend a sum of money, in addition to the amounts heretofore authorized, for open spaces along or near the Charles river.
1895.	45.	— An Act to authorize the Extension of the Arnold Arboretum.
1895.	185.	— An Act to authorize the City of Boston to abate a Portion of the Betterments made on account of the Laying out of Jamaica Park and Arborway.
1895.	272.	— An Act changing the Limits within which Land may be taken by the Metropolitan Park Commission within the City of Medford.
1895.	305.	— An Act relative to the taking by the Metropolitan Park Commission of Revere Beach, so-called, in the town of Revere.
1895.	450.	— An Act relative to the Metropolitan Park Commission.

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MEMBERS OF THE BOARD OF PARK COMMISSIONERS OF THE CITY OF BOSTON FROM ITS ORGANIZATION, WITH THEIR TERMS OF SERVICE.

T. Jefferson Coolidge. — Appointed July 8, 1875, for the term ending April 30, 1879. Resigned December 11, 1876.

Charles H. Dalton. — Appointed July 8, 1875, for the term ending April 30, 1877. Reappointed in 1877, 1880, and 1883. Resigned May 11, 1885.

William Gray, Jr. — Appointed July 8, 1875, for the term ending April 30, 1878. Reappointed in 1878 and 1881, and served until the expiration of his term, April 30, 1884.

Charles S. Storrow. — Appointed December 11, 1876, in place of T. Jefferson Coolidge, resigned. Reappointed in 1879, for the term ending April 30, 1882. Resigned May 19, 1879.

Henry Lee. — Appointed May 19, 1879, in place of Charles S. Storrow, resigned. Reappointed in 1882, and served until the expiration of his term, April 30, 1885.

Benjamin Dean. — Appointed February 24, 1885, to succeed William Gray, Jr., for the term ending April 30, 1887. Reappointed in 1887, and served until June 2, 1890.

Patrick Maguire. — Appointed February 24, 1885, to succeed Henry Lee, for the term ending April 30, 1888, and served until February 20, 1889.

John F. Andrew. — Appointed May 11, 1885, in place of Charles H. Dalton, resigned. Reappointed in 1886, and served until May 13, 1889. Appointed July 16, 1894, to succeed Paul H. Kendricken, and served until May 30, 1895.

Isaac Fenno. — Appointed February 11, 1889, to succeed Patrick Maguire, and served until the expiration of his term, April 30, 1891.

Thomas L. Livermore. — Appointed May 6, 1889, to succeed John F. Andrew, for the term ending April 30, 1892, and served until April 30, 1893.

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Francis A. Walker. — Appointed May 19, 1890, to succeed Benjamin Dean, for the term ending April 30, 1893. Reappointed for the term ending April 30, 1896.

Paul H. Kendricken. — Appointed March 30, 1891, to succeed Isaac Fenno, for the term ending April 30, 1894, and served until July 30, 1894.

Charles F. Sprague. — Appointed April 17, 1893, to succeed Thomas L. Livermore, for the term ending April 30, 1895. Resigned January 14, 1895.

Edward C. Hodges. — Appointed January 14, 1895, in place of Charles F. Sprague, resigned; also for the term ending April 30, 1898.

Laban Pratt. — Appointed June 10, 1895, for the term ending April 30, 1897, to fill the vacancy caused by the death of John F. Andrew.

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ORGANIZATION,

1895-96.

Board of Commissioners of the Department of Parks.

EDWARD C. HODGES, *Chairman.*
FRANCIS A. WALKER.
LABAN PRATT.

Secretary.
GEORGE F. CLARKE.

Landscape Architects Advisory.
OLMSTED, OLMSTED & ELIOT.

Assistant Landscape Gardener.
W. L. FISCHER.

City Engineer.
WILLIAM JACKSON.

Assistant Engineer-in-Charge.
E. W. HOWE.

OFFICE OF COMMISSIONERS,
53 State Street, Boston.

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City of Boston.

DEPARTMENT OF PARKS.

TWENTY-SECOND ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

FOR THE

YEAR ENDING JANUARY 31, 1897.

PRINTED FOR THE DEPARTMENT.

1897.

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DEPARTMENT OF PARKS.

REPORT.

HON. JOSIAH QUINCY,

Mayor of the City of Boston:

SIR: In accordance with the provisions of the Revised Ordinances, which require every officer and board in charge of a department to transmit to the Mayor a report containing a statement of the acts and doings, and receipts and expenditures, of the department for the preceding financial year, the Board submits the following report: —

FINANCIAL STATEMENTS.

I.

Receipts and Expenditures of the Department for the Twelve Months ending Jan. 31, 1897.

MAIN PARK SYSTEM.

LAND, CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$298,857 02	
Amount transferred from appropriation for Maintenance	81,032 60	
Amount contributed by abutters Commonwealth ave.	5,000 00	
		$384,889 62

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Commonwealth Avenue.

EXPENDITURES FOR CONSTRUCTION.

Roadways, Sidewalks, Gutters and Drainage.

Roadways: labor and materials	$592 85		
Sidewalks: labor and materials	404 04		
Signs and notices	20 17		
Engineers and expenses	3 54		
		$1,020 60	

Plantations.

Labor and expenses	$170 15	

Plans and Designs.

Landscape architects and expenses	90	
		$1,191 65

Fens.

EXPENDITURES FOR CONSTRUCTION.

Grading, Loam and General Work.

General work: labor and materials	$452 50		
Engineers and expenses	68 50		
		$521 00	

Boating Service.

Labor and materials	$296 04	

Roadways, Sidewalks, Gutters and Drainage.

Sidewalks: labor and materials	$146 54		
Drainage: labor and materials	36 48		
		$183 02	

Plantations

Labor and expenses	$166 07	

Plans and Designs.

Landscape architects and expenses	$23 57	$1,189 70
Amount carried forward,		$2,381 35

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Amount brought forward,			$2,381 35

RIVERWAY.

EXPENDITURES FOR CONSTRUCTION.

Roadways, Sidewalks, Gutters and Drainage.

Roadways: labor and materials	$2,845 15		
Gutters: labor and materials	1,597 18		
Sidewalks: labor and materials	342 87		
		$4,785 20	

Clearing, Grading, Loam and General Work.

Superintendence and general work	$897 18		
Engineers and expenses	417 63		
Loam: labor and materials,	371 61		
Grading: labor and materials	349 89		
Fence: labor and materials,	272 81		
		$2,309 12	

Retaining Wall.

Labor and materials		$2,027 52	

Plantations.

Labor and expenses		$588 34	

Water Supply.

Water-pipes and labor		$440 40	

Plans and Designs.

Landscape architects and expenses		$399 85	

Boating Service.

Labor and materials		$181 21	

Administration Building.

Labor, expenses, furnishing, etc.		$93 60	
			$10,825 24

LEVERETT PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Expenses in trials of suits		$9,053 07	
Amounts carried forward,		$9,053 07	$13,206 59

Amount brought forward,		$9,053 07	$13,206 59

Plantations.

Labor and expenses		$10,763 37	

Roadways, Sidewalks, Gutters and Drainage.

Drainage: labor and materials	$2,073 42		
Roadways: labor and materials	347 35		
Gutters: labor and materials	8 24		
		$2,429 01	

Clearing, Grading, Loam and General Work.

General work: labor and materials	$1,560 78		
Grading: labor and materials	302 94		
Engineers and expenses .	265 32		
Clearing ground: labor and materials	66 14		
Loam: labor and materials,	3 25		
		$2,198 43	

Plans and Designs.

Landscape architects and expenses . .		$410 53	

Water Supply.

Water-pipes and labor		$101 99	

Retaining Wall.

Labor		$2 57	
			$24,958 97

JAMAICA PARK.

EXPENDITURES FOR CONSTRUCTION.

Pine Bank House.

Building: amount paid under contract . . .	$6,127 82		
Drainage: labor and materials	2,969 05		
Wheelwright and Haven for superintendence . .	583 64		
Heating: amount paid under contract . . .	465 75		
Amounts carried forward,	$10,146 26		$38,165 56

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Amounts brought forward,	$10,146 26		$38,165 56
Labor and furnishing . .	235 43		
Insurance	216 00		
Electric wiring: amount paid under contract .	151 55	$10,749 24	

Clearing, Grading and General Work.

General work: labor and materials	$528 83		
Engineers and expenses .	486 50		
Grading: labor and materials	220 34		
Grading: advertising contract	22 00		
Clearing grounds: labor and materials	15 00	$1,272 67	

Plantations.

Labor and expenses		$440 21	

Machinery, Tools and Implements.

Lawn mowers and ice tools . .		$381 30	

Retaining Walls.

Labor and materials		$163 01	

Plans and Designs.

Landscape architects and expenses . .		$110 95	

Gutters.

Labor and materials		$7 39	

Gate House.

Labor and materials		$2 79	$13,127 56

ARBORWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Expenses in trials of suits . . .		$1,115 62	

Roadways, Sidewalks, Gutters and Drainage.

Roadways: labor and materials	$5,469 94		
Drainage: labor and materials	682 61		
Gutters	245 50	$6,398 05	
Amounts carried forward,		$7,513 67	$51,293 12

Amounts brought forward,		$7,513 67	$51,293 12

Clearing, Grading, Loam and General Work.

Grading: labor and materials	$3,426 95		
Engineers and expenses	298 50		
General work: labor and materials	244 07		
		$3,969 52	

Water Supply.

Water-pipes and labor		$1,724 85	

Retaining Walls.

Labor		$470 00	

Plans and Designs.

Landscape architects and expenses		$58 55	

Stony Brook Bridge.

Labor and materials		$19 00	
			$13,755 59

ARNOLD ARBORETUM AND BUSSEY PARK.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land		$2,746 97	

Machinery, Tools and Implements.

Crusher plant		$2,988 73	

Grading.

Amount paid under contract	$1,949 50		
Labor and materials	308 89		
Advertising contract	37 58		
		$2,295 97	

Roadways, Walks and Drainage.

Engineers and expenses	$1,265 74		
General work: labor	365 50		
Drainage: labor and materials	304 89		
		$1,936 13	
Amounts carried forward,		$9,967 80	$65,048 71

Amounts brought forward,		$9,967 80	$65,048 71
	Plans and Designs.		
Landscape architects and expenses . .		$125 68	
	Boundary Walls and Gateways.		
Advertising and printing		$36 50	
			$10,129 98

WEST ROXBURY PARKWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

	Land.		
Amount paid for land		$110,094 35	
	Clearing, Grading and General Work.		
Engineers and expenses .	$2,593 37		
Grading: labor and materials	138 00		
Clearing grounds . . .	49 67		
General work . . .	2 10		
		$2,783 14	
	Plans and Designs.		
Landscape architects and expenses . .		$465 72	
			$113,343 21

FRANKLIN PARK.

EXPENDITURES FOR CONSTRUCTION.

	Refectory Building.		
Amount paid under contract	$20,300 00		
Amount paid under contract for plumbing . .	7,057 80		
Labor and materials . .	2,168 32		
Cooking apparatus . .	1,849 97		
Amount paid under contract for electric work .	1,275 00		
Amount paid under contract for electric fixtures,	1,272 60		
Insurance	1,125 00		
Drainage: labor and materials	1,078 88		
Hartwell, Richardson & Driver, plans and superintendence	1,000 00		
Amount paid under contract for terra cotta .	419 00		
		$37,546 57	
Amounts carried forward,		$37,546 57	$188,521 90

Amounts brought forward,		$37,546 57	$188,521 90

Clearing, Grading, Drainage and General Work.

Grading, labor and materials	$16,656 89		
General work, labor and materials	7,217 97		
Engineers and expenses,	3,766 54		
Clearing grounds, labor and materials	178 00		
Drainage, labor and materials	37 37		
		$27,856 77	

Roads and Walks.

Surfacing roads and walks,	$10,032 53		
Grading roads and walks	8,271 08		
		$18,303 61	

Plantations.

Labor and expenses		$8,785 24	

Walls and Steps, Refectory Hill.

Labor and materials		$6,424 52	

Carriage Sheds.

Amount paid under contract	$6,000 00		
Drainage: labor and materials	109 50		
Advertising contract	93 00		
		$6,202 50	

Plans and Designs.

Landscape architects and expenses		$2,406 92	

Park Wall and Gateways.

Labor and materials		$1,104 57	

Water Supply.

Water-pipes and labor		$1,085 87	

Reservoir.

Labor and materials		$555 37	

Tools and Improvements.

Drill		$53 82	

Structures.

Emerson tablet		$9 36	
			$110,335 12
Amount carried forward,			$298,857 02

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Amount brought forward,			$298,857 02

EXPENDITURES FOR MAINTENANCE.

COMMONWEALTH AVENUE.

Care of Grounds, Roads and Walks.

Labor and materials	$12,407 53		
Plantations: labor and expenses	1,758 32		
Bridge	261 53		
General work	156 08		
Drainage	154 09		
Settees, signs and fence	116 59		
Establishing building line,	88 50		
		$14,942 64	

FENS, RIVERWAY, LEVERETT PARK, JAMAICA PARK AND ARBORWAY.

Care of Grounds, Roads, Walks and Buildings.

Roads and walks: labor and expenses	$22,366 68		
Sewer assessment	4,973 59		
Plantation	3,145 22		
Skating	2,872 41		
Buildings: labor and expenses	1,793 09		
Grounds: labor and materials	1,445 27		
General work	1,342 46		
Live stock	863 12		
Drainage	636 71		
Settees and signs	253 11		
Engineers and expenses	210 19		
Pumping-station: labor and materials	174 15		
Repairs: Stony-brook gate-house	83 90		
Bridges	48 62		
Repairs, covered channel, Muddy-river and gate-house	34 86		
Boating service	9 16		
		$40,252 54	

ARNOLD ARBORETUM.

Care of Roads and Walks.

Watchman, labor and expenses	$3,337 48		
Drainage	57 00		
General work	22 35		
Settees	9 00		
		$3,425 83	
Amounts carried forward,		$58,621 01	$298,857 02

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Amounts brought forward,		$58,621 01	$298,857 02

FRANKLIN PARK.

Care of Grounds, Roads, Walks and Buildings.

Roads and walks: labor and expenses	$13,644 74			
Grounds	6,343 32			
Buildings: labor and expenses	3,579 40			
Sheep-fold	2,187 96			
Live stock	440 39			
Plantations	371 69			
Settees and signs	315 73			
Drainage	255 36			
General work	196 29			
Engineer's expenses	76 71			
		$27,411 59		
			$86,032 60	
				$384,889 62

MARINE PARK SYSTEM.

LAND, CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Strandway	$37,640 33	
Amount transferred from loan for Public Parks	31,136 09	
Amount transferred from appropriation for Maintenance	6,925 64	
		$75,702 06

DORCHESTERWAY.

EXPENDITURES FOR CONSTRUCTION.

Roadways, Sidewalks, Gutters and Drainage.

Roadways: labor and materials	$9,341 37		
Gutters: labor and materials	1,686 01		
Sidewalks: labor and materials	552 75		
Drainage: labor and materials	160 01		
		$11,740 14	

Clearing, Grading, Loam and General Work.

General work: labor and materials	$508 00		
Engineers and expenses	205 05		
Loam: labor and materials,	119 14		
Grading: labor and materials	72 34		
		$904 53	
			$12,644 67
Amount carried forward,			$12,644 67

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Amount brought forward.			$12,644 67

STRANDWAY.

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Expenses in trials of suits		$50 00	

Sea-wall and Grading.

Amount paid under contract	$22,295 30		
Advertising contract . .	73 51		
		$22,368 81	

Filling.

Amount paid under contract	$7,747 50		
Advertising contract . .	61 50		
		$7,809 00	

Clearing, Grading, Loam and General Work.

Engineers and expenses .	$4,510 39		
Grading: labor and materials	1,746 59		
Loam: amount paid under contract	811 72		
Borings: labor and materials	245 18		
General work: labor and materials	102 82		
Signs	7 00		
Fence	2 81		
		$7,426 51	

Plans and Designs.

Landscape architects and expenses . .		$36 01	
			$37,690 33

MARINE PARK.

EXPENDITURES FOR CONSTRUCTION.

Head House.

Electric light plant: amount paid under contract . . .	$2,300 50		
Laundry machinery: amount paid under contract . . .	1,674 29		
Carpentry, painting and wire screens . .	1,538 64		
Amt. car'd for'd,	$5,513 43		$50,335 00

Amt's br't for'd,	$5,513 43		$50,335 00
Insurance . .	1,440 00		
Building: amount paid under contract . . .	1,000 00		
Labor and materials . . .	945 08		
Plumbing . .	900 58		
Cooking range and apparatus: amount paid under contract .	809 18		
Elevator: amount paid under contract . . .	542 50		
Electric fixtures .	466 37		
Electric wiring: amount paid under contract .	466 34		
Stone & Webster: electric engineers . . .	306 35		
Refrigerator . .	250 00		
Heating apparatus: amount paid under contract .	208 00		
Furnishing . .	93 58		
Superintending .	60 60		
Materials . .	21 76		
Wheelwright & Haven: architects . . .	9 00	$13,032 77	
	Clearing, Grading, Loam and General Work.		
Grading: labor and materials .	$913 29		
Engineers and expenses . .	637 24		
Loam: labor and materials . .	231 88		
General work: labor and materials . . .	231 36		
Signs: labor . .	12 78	$2,026 55	
		Filling.	
Amount paid for filling .		$1,459 48	
Amounts carried forward,	$16,518 80		$50,335 00

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Amounts brought forward, $16,518 80			$50,335 00
	Boating Service.		
Labor and materials . .	$918 89		
	Plantations.		
Labor and expenses . .	$633 39		
	Temporary Structures.		
Pier . . .	$26 11		
Building . .	6 50		
		$32 61	
	Roadways, Gutters, Sidewalks and Drainage.		
Roadways: labor and materials	$28 75		
	Plans and Designs.		
Landscape architects and expenses	$7 07		
			$18,139 51
	CASTLE ISLAND.		
	Clearing, Grading, Loam and General Work.		
Grading: labor and materials .	$81 50		
Engineers and expenses . .	60 00		
		$141 50	
	Plantations.		
Labor and expenses . .	$122 01		
	Drainage.		
Labor and materials . .	$38 40		
			$301 91
	EXPENDITURES FOR MAINTENANCE.		
	Care of Grounds, Roads, Walks and Buildings.		
Grounds, roads and walks: labor and expenses . .	$2,619 78		
Buildings: labor and expenses	2,480 00		
Plantations	610 67		
General work: labor and materials	390 60		
Sewer assessment . .	348 19		
Castle Island Bridge . .	210 81		
Amounts carried forward,	$6,660 05	$18,441 42	$50,335 00

Amounts brought forward,	$6,660 05	$18,441 42	$50,335 00	
Boating service . . .	64 61			
Settees and signs . . .	63 00			
Pier	53 14			
Engineer's expenses . .	51 45			
Drainage	33 39			
		6,925 64		
			25,367 06	
				$75,702 06

CHARLESBANK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from appropriation for Maintenance	$12,962 24	
Amount transferred from loan for Public Parks .	173 20	
		$13,135 44

EXPENDITURES FOR CONSTRUCTION.

Women's Lavatory Building.

Labor and materials	$161 70	

Plantations.

Labor and expenses	$11 50	
		$173 20

EXPENDITURES FOR MAINTENANCE.

Care of Grounds and Buildings.

Men's gymnasium —		
Grounds and apparatus: labor and expenses	$2,668 26	
Building: labor and expenses . .	1,848 06	
Women's gymnasium —		
Grounds and apparatus: labor and expenses	2,030 64	
Building: labor and expenses . .	856 95	
Grounds and walks: labor and expenses	1,569 87	
Plantations: labor and expenses .	1,511 22	
Sea-wall: labor and expenses . .	843 14	
Skating: labor and expenses . .	842 54	
Men's Baths	398 44	
General work: labor and expenses .	225 78	
Settees, signs and fence . . .	100 31	
Boating services	37 24	
Engineer's expenses	17 48	
Drainage	12 31	
		12,962 24
		$13,135 44

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WOOD ISLAND PARK.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from appropriation for Maintenance	$7,046 11	
Amount transferred from loan for Public Parks .	3,383 63	
		$10,429 74

EXPENDITURES FOR CONSTRUCTION.

Electric Lighting.

Lamp-posts and cable . . .	$1,934 23	

Playstead.

Labor and materials	$605 82	

Men's Gymnasium Grounds and Apparatus.

Grounds: labor and materials	$255 93	
Apparatus: labor and materials	175 62	
		$431 55

Grading, Loam and General Work.

Grading: labor and materials	$118 17	
General work: labor and materials	64 95	
Engineers and expenses .	14 50	
		$197 62

Roads, Walks and Drainage.

Drainage: labor and materials	$58 87	
Surfacing: labor and materials	38 00	
		$96 87

Plantations.

Labor and expenses	72 89	

Field House.

Labor, expense and furnishing . . .	32 15	

Women's Bath House.

Labor	12 50	
		3,383 63
Amount carried forward,		$3,383 63

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Amount brought forward,		$3,383 63	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks and Buildings.

Grounds and apparatus: labor and expenses	$2,933 10		
Men's Gymnasium Building: labor and expenses	2,257 95		
Skating: labor and expenses	1,078 74		
Plantations: labor and expenses	364 24		
Playstead: labor and expenses	132 36		
General work	112 97		
Women's bath house: labor and expenses	109 25		
Engineer's expenses	43 92		
Settees and signs	13 58		
		7,046 11	
			$10,429 74

CHARLESTOWN HEIGHTS.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks	$5,104 84	
Amount transferred from appropriation for Maintenance	2,574 01	
		$7,678 85

EXPENDITURES FOR CONSTRUCTION.

Retaining Wall.

Amount paid under contract	$3,962 49	
Labor and materials	146 55	
Advertising contract	80 29	
		$4,189 33

Clearing and Grading Grounds, Loam and General Work.

Engineers and expenses	$327 33	
General work: labor and materials	100 77	
		$428 10

Plantations.

Labor and expenses	$254 39

Flag Staff.

Labor and materials	$165 32

Sidewalks, Gutters and Drainage.

Drainage: labor and materials	$42 23

Shelter Building.

Labor and materials	$25 47	
		$5,104 84
Amount carried forward,		$5,104 84

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Amount brought forward,		$5,104 84	

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks and Buildings.

Buildings: labor and material . .	$939 54		
Plantations: " " " . .	902 35		
Grounds and walks: labor and material,	577 82		
General work: " " "	71 61		
Sand courts	46 83		
Signs	16 00		
Engineer's expenses	15 19		
Drainage	4 67		
		2,574 01	
			$7,678 85

CHARLESTOWN PLAYGROUND.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from loan for Public Parks .	$1,428 90	
Amount transferred from appropriation for Maintenance	60 91	
		$1,489 81

EXPENDITURES FOR CONSTRUCTION.

Clearing and Grading Grounds and General Work.

Grading: labor and materials . .	$1,292 68		
General work: labor and materials .	33 00		
Engineers and expenses . . .	3 02		
		$1,328 70	

Plans and Designs.

Landscape architects and expenses		$78 43	

Plantations.

Labor and expenses		$21 77	
			$1,428 90

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks and Buildings.

Grounds and walks: labor			$60 91
			$1,489 81

DORCHESTER PARK.

CONSTRUCTION.

Amount transferred from loan for Public Parks			$92 96

EXPENDITURES FOR CONSTRUCTION.

Plans and Designs.

Landscape architects and expenses			$92 96

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FRANKLIN FIELD.

CONSTRUCTION AND MAINTENANCE.

Amount transferred from appropriation for Maintenance	$2,638 74	
Amount transferred from loan for Public Parks	442 09	
		$3,080 83

EXPENDITURES FOR CONSTRUCTION.

Tools and Implements.

Lawn mower and ice tools	$254 75	

Plantations.

Labor and expenses	$150 84	

Clearing, Grading, Drainage, and General Work.

Grading: labor and materials	$36 50	
		$442 09

EXPENDITURES FOR MAINTENANCE.

Care of Grounds, Walks, and Buildings.

Skating: labor	$1,702 67	
Grounds and walks: labor	813 94	
Engineer's expenses	122 13	
		$2,638 74
		$3,080 83

PUBLIC PARK, NORTH END.

LAND AND CONSTRUCTION.

From appropriation for Public Park, North End	$59,302 73

EXPENDITURES FOR LAND AND CONSTRUCTION.

Land.

Amount paid for land	$11,327 39	
Expenses in trials of suits	175 00	
		$11,502 39

Clearing, Grading, and General Work.

Grading: amount paid under contract,	$37,062 03	
Engineers and expenses	4,250 04	
Sand courts	13 00	
General work	12 30	
		$41,337 37
Amount carried forward,		$52,839 76

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Amount brought forward,		$52,839 76	
Walls, Drainage and Grading — Copp's Hill Terraces.			
Amount paid under contract . .	$5,789 35		
Labor	401 40		
Advertising contract	69 83		
		$6,260 58	
Sidewalks, Gutters, and Drainage.			
Drainage and materials . . .	$82 43		
Sidewalks: labor and materials . .	80 84		
		$163 27	
Plans and Designs.			
Landscape architects and expenses		$31 72	
Structures.			
Temporary building		$7 40	
			$59,302 73

NEPONSET PLAYGROUND.

LAND ACCOUNT.

From Appropriation for Neponset Playground		$433 84
Expenditures.		
Surveying and plans		$433 84

PARK DEPARTMENT.

Amount transferred from appropriation for Maintenance . .		$7,243 04

OFFICE EXPENSES.

Salary of Secretary and Clerk	$3,000 00	
Clerical service at office	1,800 00	
Telephone, messenger service, and incidental expenses	1,133 49	
Printing annual report, etc.	860 14	
Travelling expenses	181 50	
Carriage-hire	142 25	
Stationery	122 07	
Plans	3 59	
		$7,243 04

APPROPRIATION FOR MAINTENANCE.

Appropriation for the financial year 1896–97 . .	$110,000 00	
Amount transferred by City Auditor . . .	10,483 29	
Amount contributed by abutters, Commonwealth avenue	5,000 00	
		$125,483 29

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Expenditures.

Fens, Riverway, Leverett Park, Jamaica Park, and Arborway	$40,252 54	
Franklin Park	27,411 59	
Commonwealth avenue	14,942 64	
Charlesbank	12,962 24	
Park Department	7,243 04	
Wood Island Park	7,046 11	
Marine Park System	6,925 64	
Arnold Arboretum and Bussey Park	3,425 83	
Franklin Field	2,638 74	
Charlestown Heights	2,574 01	
Charlestown Playground	60 91	
		$125,483 29

INCOME.

Receipts.

Received from rents and sale of buildings, wool, sheep, grass, and wood	$1,996 37

Payments.

Income carried to General City Income	$1,996 37

APPROPRIATION FOR STRANDWAY FROM MARINE PARK WEST.

Amount of appropriation authorized by City Council and approved by the Mayor, July 9, 1895, and issued in 1896	$100,000 00

Expenditures.

Paid on account of construction	$37,640 33	
Balance unexpended, Jan. 31, 1897	62,359 67	
		$100,000 00

APPROPRIATION FOR PUBLIC PARK, NORTH END.

[1] Public Park Loan, Wards 6 and 7:		
Balance unexpended Jan. 31, 1896	$37,252 64	
Loan issued in July, 1896	11,300 00	
Loan issued Jan. 31, 1897	100,000 00	
		$148,552 64

[1] Chapter 282, Acts of 1893, authorizes the taking of lands of an assessed value not exceeding $300,000, and the issue of bonds to an amount necessary to pay for such lands, and a further amount not exceeding $50,000, to be used to meet the expense of preparing said lands for public use.

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Expenditures.

Paid on account of land	$11,502 39	
Paid on account of construction	47,800 34	
Balance unexpended Jan. 31, 1897	89,249 91	
		$148,552 64

APPROPRIATION FOR PLAYSTEAD, NORTH BRIGHTON.

Balance unexpended Jan. 31, 1897	$3,775 37

APPROPRIATION FOR NEPONSET PLAYGROUND.

Loan issued July 14, 1896	$15,000 00

Expenditures.

Paid on account of land	$433 84	
Balance unexpended Jan. 31, 1897	14,566 16	
		$15,000 00

APPROPRIATION FOR PUBLIC PARKS.

Balance unexpended Jan. 31, 1896	$90,209 47	
Loan issued Jan. 31, 1897	400,000 00	
		$490,209 47

Expenditures.

Commonwealth avenue	$1,191 65	
Fens	1,189 70	
Riverway	10,825 24	
Leverett Park	24,958 97	
Jamaica Park	13,127 56	
Arborway	13,755 59	
Arnold Arboretum and Bussey Park	10,129 98	
West Roxbury Parkway	113,343 21	
Franklin Park	110,335 12	
Dorchesterway	12,644 67	
Strandway	50 00	
Marine Park	18,441 42	
Charlesbank	173 20	
Wood Island Park	3,383 63	
Charlestown Heights	5,104 84	
Charlestown Playground	1,428 90	
Dorchester Park	92 96	
Franklin Field	442 09	
Balance unexpended Jan. 1, 1897	149,590 74	
		$490,209 47

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II.

Summary of Expenditures on Account of Land and Construction for the Financial Year, 1896–97.

LAND.

Main Park System:			
Leverett Park	$9,053 07		
Arborway	1,115 62		
West Roxbury Parkway	110,094 35		
Arnold Arboretum and Bussey Park	2,746 97		
		$123,010 01	
Marine Park System:			
Strandway		50 00	
Public Park, North End	$11,502 39		
Neponset Playground	433 84		
		11,936 23	
			$134,996 24

CONSTRUCTION.

Main Park System:			
Commonwealth avenue	$1,191 65		
Fens	1,189 70		
Riverway	10,825 24		
Leverett Park	15,905 90		
Jamaica Park	13,127 56		
Arborway	12,639 97		
Arnold Arboretum and Bussey Park	7,383 01		
West Roxbury Parkway	3,248 86		
Franklin Park	110,335 12		
		$175,847 01	
Marine Park System:			
Dorchesterway	$12,644 67		
Strandway	37,640 33		
Marine Park	18,441 42		
		68,726 42	
Charlesbank	$173 20		
Wood Island Park	3,383 63		
Charlestown Heights	5,104 84		
Charlestown Playground	1,428 90		
Dorchester Park	92 96		
Franklin Field	442 09		
Public Park, North End	47,800 84		
		58,425 96	
			$302,999 39
			$437,995 63

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III.

Summary of Expenditures on Account of Park Construction from the Organization of the Board, Oct. 8, 1875, to Jan. 31, 1897.

MAIN PARK SYSTEM.

COMMONWEALTH AVENUE.

Roadways, sidewalks, gutters, drainage, and general work	$83,239 20	
Plantations	10,252 42	
Electric lighting	5,674 00	
Machinery, tools, etc.	884 90	
Plans and designs	22 90	
		$100,073 42

FENS.

Filling	$576,811 15	
Excavating, grading, loam, and general work	535,073 76	
Roadways, sidewalks, gutters, and drainage	348,726 29	
Retaining-walls, curb, and fence	118,177 77	
Boylston bridge	92,011 43	
Plantations	70,384 81	
Charlesgate bridge	65,287 67	
Agassiz bridge	52,013 50	
Stony-brook bridge	40,007 11	
Railroad bridge	39,995 04	
Fen bridge	29,427 80	
Plans, designs, and superintendence	27,224 55	
Office and general expenses	14,114 92	
Machinery, tools, etc.	13,797 11	
Electric lighting	6,887 23	
Surveying	5,472 16	
Stony-brook channel and gatehouse	1,976 28	
Water-supply, settees, and live-stock	1,417 48	
Duck-house	350 00	
Boating service	296 04	
		2,039,452 10

RIVERWAY.

Excavating, grading, loam, and general work	$184,567 03	
Filling	104,143 90	
Roadways, sidewalks, gutters and drainage	91,525 59	
Audubon bridge	39,654 27	
Bridle-path bridge	32,929 09	
Administration building	26,534 70	
Amounts carried forward,	$479,354 58	$2,139,525 52

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Amounts brought forward,	$479,354 58	$2,139,525 52
Foot-bridges and culverts	14,345 00	
Plantations	13,471 99	
Tremont-street bridge	13,273 53	
Brookline-avenue bridge	8,936 82	
Bellevue-street bridge	8,163 96	
Retaining-wall	7,568 09	
Surveys, plans, designs and superintendence	7,191 99	
Shelter	4,513 65	
Electric lighting	2,734 57	
Water-supply and settees	2,176 71	
Machinery, tools, etc.	468 75	
Boating service	181 21	
Gatehouse	58 30	
		562,439 15

LEVERETT PARK.

Excavating, clearing, grading, loam, and general work	$183,327 11	
Roadways, sidewalks, gutters, and drainage	77,543 80	
Retaining-walls, steps, and culverts	35,865 01	
Plantations	27,702 56	
Leverett-pond bridge	9,850 59	
Plans and designs	7,177 24	
Foot-bridges and culverts	6,368 46	
Electric-lighting	5,278 74	
Machinery, tools, etc.	3,434 75	
Water-supply and settees	1,609 13	
Boating service	68 58	
Filling	15 75	
Iron railing	1 25	
		358,242 97

JAMAICA PARK.

Clearing and grading grounds, loam, and general work	$54,677 05	
Roadways, sidewalks, gutters and drainage	37,566 43	
Pine Bank House	29,474 41	
Retaining-walls and steps	14,113 67	
Water-supply and settees	6,056 94	
Plantations	4,307 94	
Surveys, plans, designs, and superintendence	3,114 70	
Machinery, tools, etc.	2,460 05	
Electric lighting	1,622 50	
Iron fence	1,162 38	
Boating service	697 29	
Gatehouse	80 73	
		155,334 09
Amount carried forward,		$3,215,541 73

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Amount brought forward,		$3,215,541 73

ARBORWAY.

Roadways, sidewalks, gutters, and drainage	$89,657 19	
Clearing and grading grounds, loam, and general work	72,740 06	
Water-supply and settees	6,624 01	
Culverts	5,489 53	
Stony-brook bridge	4,503 43	
Electric lighting	3,028 00	
Filling	2,819 16	
Machinery, tools, etc.	1,968 75	
Retaining-walls	470 00	
Plantations	194 78	
Plans and designs	169 92	
		187,664 83

ARNOLD ARBORETUM AND BUSSEY PARK.

Roadways, sidewalks, gutters, and drainage	$223,247 85	
Boundary walls and gateways	9,037 41	
Machinery, tools, etc.	2,988 73	
Grading	2,295 97	
Plans, designs, and superintendence	1,587 42	
Plantations	713 41	
Settees	129 64	
Surveying	100 00	
		240,100 43

WEST ROXBURY PARKWAY.

Clearing and grading ground, loam, and general work	$5,386 08	
Plans, designs and superintendence	516 98	
		5,903 06

FRANKLIN PARK.

Roadways, sidewalks and gutters	$678,915 49	
Clearing and grading grounds, drainage, and general work	473,979 10	
Plantations	114,235 51	
Refectory building	100,532 75	
Seaver-street improvement	84,817 75	
Shelter and Overlook	60,561 54	
Forest Hills bridge	52,972 17	
Scarboro' Pond	40,943 11	
Park wall and gateways	31,777 43	
Amounts carried forward,	$1,638,734 85	$3,649,210 05

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Amounts brought forward,	$1,638,734 85	$3,649,210 05
Arbor, Schoolmaster's hill	29,514 11	
Reservoir	27,634 39	
Plans, designs, and superintendence	27,083 69	
Scarboro' Pond bridges	26,703 10	
Water-supply, fountains, and settees	23,804 77	
Ellicott Arch	16,732 21	
Pergola wall, steps, and terrace	16,018 30	
Ellicott House	14,922 87	
Ellicottdale	12,542 94	
Structures	11,669 00	
Machinery, tools, etc.	11,584 20	
Playstead and flag-staff	10,399 76	
Propagating-house	8,205 55	
Carriage sheds	6,202 50	
Electric lighting	5,108 75	
Terrace wall	3,956 05	
Concourse, Scarboro' Hill	3,569 80	
Culverts	3,129 34	
Carriage shelter	2,694 70	
Boating service	22 01	
		1,900,232 89

MARINE PARK SYSTEM.

DORCHESTERWAY.

Roadways, sidewalks, gutters, and drainage	$27,742 74	
Filling	21,821 82	
Grading, loam, and general work	8,828 40	
Plans, designs, and superintendence	1,317 24	
Culverts	653 00	
Plantations	102 90	
		60,466 10

STRANDWAY.

Filling	$28,111 36	
Sea-wall and grading	22,368 81	
Clearing, grading, loam, and general work	10,035 05	
Plans, designs, and superintendence	128 90	
Culverts	60 50	
Plantations	18 80	
		60,723 42

MARINE PARK.

Filling, grading, loam, and general work	$558,401 49	
Iron pier and rail	175,571 99	
Amounts carried forward,	$733,973 48	$5,670,632 46

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Amounts brought forward,	$733,973 48	$5,670,632 46
Head-house	110,340 95	
Pierhead	67,232 97	
Structures, temporary pier, and gas-lights	43,829 05	
Roadways, sidewalks, gutters, and drainage	37,949 27	
Plantations	6,380 08	
Bulkhead	4,996 00	
Plans, designs and superintendence	3,870 46	
Electric lighting	2,453 04	
Water-supply, settees and fence	1,988 04	
Dredging	1,114 20	
Boating service	995 71	
		1,015,123 25

CASTLE ISLAND.

Temporary buildings and structures	$24,973 98	
Clearing, grading grounds and drainage	3,808 79	
Water-supply, settees and tent	2,002 98	
Plantations	175 17	
Shelter	100 00	
		$31,060 92

CHARLESBANK.

Sea-wall and filling	$176,353 90	
Gymnasium grounds, apparatus, filling, loam, and general work	52,093 85	
Men's Lavatory building	23,250 53	
Women's Lavatory building and children's shelter,	17,689 18	
Plantations	12,135 30	
Walks and drainage	11,684 89	
Iron rail, fence and gas-lights	8,367 29	
Plans, designs and superintendence	2,076 27	
Damage	972 51	
Water-supply	831 41	
Machinery, tools, etc.	56 00	
		305,511 13

WOOD ISLAND PARK.

Grading, loam and general work	$94,422 05	
Neptune bridge	32,320 63	
Filling	29,852 82	
Field-house	20,283 89	
Gymnasium grounds, apparatus and playstead	7,280 92	
Plantations	6,068 47	
Roads, walks, gutters and drainage	5,942 73	
Bath-house	3,117 63	
Iron fence and frame	3,039 99	
Electric lighting	2,116 23	
Amounts carried forward,	$204,465 36	$7,022,327 76

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Amounts brought forward,	$204,465 36	$7,022,327 76
Water-supply	1,922 40	
Plans, designs and superintendence	1,488 03	
Culverts	425 00	
		208,300 79

CHARLESTOWN HEIGHTS.

Grading, clearing, filling, loam and general work	$27,804 52	
Shelter building	27,240 32	
Retaining-wall	18,111 47	
Sidewalks, gutters and drainage	8,200 50	
Plantations	7,697 63	
Steps	3,971 42	
Plans, designs and superintendence	1,330 59	
Electric lighting	334 00	
Water-supply, settees, fountains and flag-staff	466 18	
		95,156 63

CHARLESTOWN PLAYGROUND.

Grading, loam and general work	$7,835 42	
Plantations	475 60	
Plans, designs and superintendence	204 99	
Walks and drainage	8 00	
		8,524 01

DORCHESTER PARK.

Clearing and grading grounds	$1,313 94	
Plans, designs and superintendence	793 44	
Temporary structures	774 95	
		2,882 33

FRANKLIN FIELD.

Clearing and grading grounds	$28,099 76	
Drainage	25,778 77	
Plantations	10,729 21	
Fence and wall	703 95	
Machinery, tools, etc.	477 25	
Plans, designs and superintendence	176 75	
		65,965 69

NORTH END BEACH.

Clearing, grading and general work	$50,719 24	
Plans, designs and superintendence	320 69	
Boring	167 75	
Amounts carried forward,	$51,207 68	$7,403,157 21

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Amounts brought forward,	$51,207 68	$7,403,157 21
Sidewalks	90 60	
Drainage	82 43	
Temporary building	33 73	
		51,414 44

COPP'S HILL TERRACES.

Walls, drainage and grading	$6,260 58	
Clearing, grading and general work	3,131 03	
Plans, designs and superintendence	110 83	
Sidewalks	90 58	
		9,593 02

SUNDRY ACCOUNTS.

General Account	$73,987 50	
Park Nursery	29,947 07	
		103,934 57
		$7,568,099 24

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IV.

Summary of Expenditures on Account of Public Park Land, Construction, and Betterments from the Organization of the Board, Oct. 8, 1875, to Jan. 31, 1897.

LAND.

Main Park System:			
Fens	$596,254 49		
Riverway	452,457 53		
Leverett Park	269,104 04		
Jamaica Park	812,843 56		
Arborway	245,584 25		
Arnold Arboretum and Bussey Park	76,790 35		
West Roxbury Parkway	117,665 29		
Franklin Park	1,551,196 63		
		$4,121,896 14	
Marine Park System:			
Dorchesterway	$63,735 54		
Strandway	356,880 97		
Marine Park	232,972 57		
		653,589 08	
Charlesbank		373,916 99	
Wood Island Park		132,800 00	
Charlestown Heights		50,538 02	
Charlestown Playground		172,923 31	
Dorchester Park		63,239 97	
Franklin Field		155,810 86	
North End Beach		328,184 44	
Copp's Hill Terraces		90,858 19	
North Brighton Playground		21,589 63	
Neponset Playground		433 84	
			$6,165,780 47

CONSTRUCTION.

Main Park System:			
Commonwealth Avenue	$100,073 42		
Fens	2,039,452 10		
Riverway	562,439 15		
Leverett Park	358,242 97		
Jamaica Park	155,334 09		
Arborway	187,664 83		
Arnold Arboretum and Bussey Park	240,100 43		
West Roxbury Parkway	5,903 06		
Franklin Park	1,900,232 89		
		$5,549,442 94	
Amounts carried forward,		$5,549,442 94	$6,165,780 47

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Amounts brought forward,		$5,549,442 94	$6,165,780 47
Marine Park System:			
Dorchesterway	$60,466 10		
Strandway	60,723 42		
Marine Park	1,015,123 25		
Castle Island	31,060 92		
		1,167,373 69	
Charlesbank		305,511 13	
Wood Island Park		208,300 79	
Charlestown Heights		95,156 63	
Charlestown Playground		8,524 01	
Dorchester Park		2,882 33	
Franklin Field		65,965 69	
North End Beach		51,414 44	
Copp's Hill Terraces		9,593 02	
General Account		73,987 50	
Park Nursery		29,947 07	
			7,568,099 24
BETTERMENTS.			
Betterment expenses			13,356 10
			$13,747,235 81

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PARK BETTERMENTS COLLECTED BY CITY COLLECTOR, TO FEB. 1, 1897.

	Assessm'ts committed to Collector.	Abated.	Net Assessm'ts	Collected.	Outstanding Feb. 1, 1897.
Public Park, Back Bay....	$434,600 00	$143,126 73	$291,473 27	$290,404 27	$1,069 00
Marine Park.....	23,543 00	12,616 80	10,926 20	10,926 20	
Franklin Park.....	135,029 00	122,000 66	13,028 34	13,028 34	
Parkway Old Harbor.....	60,789 00	50,426 00	10,363 00	8,256 00	2,107 00
" Muddy River....	108,972 00	74,775 00	34,197 00	21,889 00	12,308 00
" West Roxbury..	154,107 00	92,376 50	61,730 50	12,588 50	49,142 00
" Dorchester.....	9,713 00	568 00	9,145 00	4,242 65	4,902 35
	$926,753 00	$495,889 69	$430,863 31	$361,334 96	$69,528 35

PUBLIC PARK DEBT.

Liabilities.

Total loan outstanding, Jan. 31, 1897 . . . . . $11,618,300 00

Resources.

Resources of Sinking Fund, Jan. 31, 1897 . . . . . 2,232,121 27

Net debt, Jan. 31, 1897 . . . . . $9,386,178 73

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Public Parks.—Table of Appropriations.

Name.	Date.	Special statutes.	Amount.	Object.	Amount expended.	Balance.
Park Department	Oct. 5, 1875		Appropriation, $6,900 00	Dept. Expenses,	$5,409 38	Merged, $1,490 62
" "	May 1, 1876		" 5,000 00	" "	5,000 00	
Public Park, Back Bay	July 23, 1877	Chap. 185, Acts 1875	Loan, 450,000 00	Land	450,000 00	
Park Department	Dec. 24, 1877		Appropriation, 3,000 00	Dept. Expenses	2,992 63	Merged, 7 37
Public Park, Back Bay	Feb. 12, 1878		" 25,000 00	Construction	25,000 00	
" "	" 26, 1878		" 16,000 00	Land	16,000 00	
Park Department	April 16, 1878		" 6,000 00	Dept. Expenses,	4,300 00	Transferred to Back Bay, 1,700 00
Public Park, Back Bay	July 3, 1878		" 25,000 00	Construction	25,000 00	
Park Nursery	" 31, 1878		" 2,000 00	"	1,911 09	Merged, 88 91
Public Park, Back Bay	Mar. 15, 1879	Transferred from Park Department	" 1,700 00	"	1,700 00	
Park Department	April 29, 1879		" 5,000 00	Dept. Expenses,	5,000 00	
Public Park, Back Bay	" 29, 1879		" 120,000 00	Construction	120,000 00	
" "	" 10, 1880		" 214,000 00	"	214,000 00	
Park Department	" 10, 1880		" 5,000 00	Dept. Expenses,	4,767 97	Merged, 232 03
Park Nursery	" 10, 1880		" 1,000 00	Construction	1,000 00	
Public Park, Back Bay	" 6, 1881		" 202,000 00	"	202,000 00	
Park Department	" 6, 1881		" 5,000 00	Dept. Expenses,	4,950 53	Merged, 49 47
Muddy River Improvement	" 6, 1881		" 5,000 00	Construction	4,000 00	Transfer'd to Arboretum, 1,000 00
West Roxbury Park (Franklin Park)	Dec. 16, 1881	Chap. 185, Acts 1875	Loan, 600,000 00	Land	600,000 00	
Charles River Embankment	" 24, 1881	" "	" 300,000 00	"	300,000 00	
Muddy River Improvement	" 24, 1881	" "	" 200,000 00	"	200,000 00	
City Point Park (Marine Park)	" 24, 1881	" "	" 100,000 00	"	100,000 00	
East Boston Park (Wood Island Park)	" 24, 1881	" "	" 50,000 00	"	50,000 00	
Arnold Arboretum	" 28, 1881	" "	" 60,000 00	"	60,000 00	
Public Park, Back Bay	April 20, 1882		Appropriation, 200,000 00	Construction	200,000 00	
Park Department	" 20, 1882		" 5,000 00	Dept. Expenses,	4,392 07	Merged, 607 93
" "	" 6, 1883		" 5,000 00	" "	5,000 00	
Park Nursery	" 6, 1883		" 1,000 00	Construction		Transfer'd to Arboretum, 1,000 00
Public Park, Back Bay	" 6, 1883		" 100,000 00	"	100,000 00	
Arnold Arboretum	" 6, 1883		" 15,000 00	"	15,000 00	

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Table of Appropriations. — *Continued.*

Name.	Date.	Special statutes.	Amount.	Object.	Amount expended.	Balance.
West Roxbury Park (Franklin Park)	April 6, 1883		Appropriation, $5,000 00	Construction	$5,000 00	
Wood Island Park	" 6, 1883		" 5,000 00	"	1,000 00	Transfer'd to Arboretum, $4,000 00
City Point Park (Marine Park)	" 17, 1883	Chap. 185, Acts 1875	Loan, 120,000 00	Land	120 000 00	
Marine Park	June 21, 1883		Appropriation, 3,000 00	Construction	3,000 00	
Charles-river Embankm't,	" 21, 1883		" 1,000 00	"	1,000 00	
Arnold Arboretum	Jan. 1, 1884	Transferred from Wood-Island Park	" 4,000 00	"	4,000 00	
" "	" 1, 1884	Transf'd from Muddy River Improvem't	" 1,000 00	"	1,000 00	
" "	" 1, 1884	Transfer'd from Park Nursery	" 1,000 00	"	1,000 00	
W. Roxbury Park (Franklin Park)	" 4, 1884	Chap. 185, Acts 1875	Loan, 500,000 00	Land	500,000 00	
Public Park, Back Bay	April 30, 1884		Appropriation, 150,000 00	Construction	150,000 00	
Charles-river Embankm't,	" 30, 1884		" 126,000 00	"	126,000 00	
Wood-Island Park	" 30, 1884		" 25,000 00	"	25,000 00	
W. Roxbury Park (Franklin Park)	" 30, 1884		" 24,000 00	"	16,000 00	Transfer'd to Arboretum, 8,000 00
Marine Park	" 30, 1884		" 24,000 00	"	24,000 00	
Arnold Arboretum	" 30, 1884		" 20,000 00	"	20,000 00	
Park Department	" 30, 1884		" 5,000 00	Dept. Expenses,	5,000 00	
Arnold Arboretum	Nov. 22, 1884	Transferred from W. Roxbury Park	" 8,000 00	Construction	8,000 00	
Public Park, Back Bay	April 30, 1885		" 45,000 00	"	45,000 00	
Marine Park	" 30, 1885		" 15,000 00	"	15,000 00	
Arnold Arboretum	" 30, 1885		" 10,000 00	"	10,000 00	
Franklin Park	" 30, 1885		" 5,000 00	"	5,000 00	
Wood-Island Park	" 30, 1885		" 5,000 00	"	5,000 00	
Park Department	" 30, 1885		" 4,000 00	Dept. Expenses,	4,000 00	
Park Nursery	" 30, 1885		" 3,000 00	Construction	3,000 00	
Franklin Park	June 29, 1885		" 10,000 00	"	10,000 00	
Wood-Island Park	Sept. 26, 1885		" 2,000 00	"	2,000 00	
Park Nursery	Nov. 14, 1885		" 2,000 00	"	2,000 00	
Charles-river Embankm't,	" 14, 1885	Chap. 185, Acts 1875	Loan, 16,000 00	Land	16,000 00	
" "	" 20, 1885	" "	" 50,000 00	Construction	50,000 00	

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Marine Park	" 14, 1885	Chap. 185, Acts 1875	Loan, $13,000 00	Land	12,972 57	Transfer'd to City Account, 27 43
Public Park, Back Bay	Dec. 28, 1885	Transferred from Covered Channel, Muddy River	2,300 00	Construction	2 300 00	
Park Department	May 6, 1886		Appropriation, 6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 6, 1886		" 5,000 00	Construction	5,000 00	
Arnold Arboretum	April 24, 1886	Chap. 185, Acts 1875	Loan, 4,000 00	Land	4,000 00	
" "	June 12, 1886	" "	" 16,000 00	"	15,932 71	Transfer'd to Sinking Fund, 67 29
Charles-river Embankm't,	Oct. 22, 1886	" "	" 55,000 00	"	54,886 45	Transf'd to Sinking Fund, 113 55
Public Park Construct'n	Jan. 4, 1887 Feb. 10, 1887 Dec. 31, 1887	Chap. 304, Acts 1886.	" 2,500,000 00	Construction	2,500,000 00	
Park Department	April 30, 1887		Appropriation, 6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 30, 1887		" 5,000 00	Construction	5,000 00	
Park Maintenance	Apr. 30, 1887		" 15,000 00	Maintenance	14,965 44	Merged, 34 56
Public Park Lands	June 4, 1887	Chap. 312, Acts 1887	Loan, 400,000 00	Land	400,000 00	
Park Department	" 2, 1888		Appropriation, 6,500 00	Dept. Expenses,	6,500 00	
Park Nursery	" 2, 1888		" 5,000 00	Construction	5,000 00	
Park Maintenance	" 2, 1888		" 20,000 00	Maintenance	20,000 00	
Park Department	Apr. 29, 1889		" 7,500 00	Dept. Expenses,	7,500 00	
Park Nursery	" 29, 1889		" 6 000 00	Construction	5 969 45	Merged, 30 55
Park Maintenance	" 29, 1889		" 35,000 00	Maintenance	35 000 00	
Public Park Lands	Feb. 11, 1890	Chap. 392, Acts 1888	Loan, 600,000 00	Land	600,000 00	
" " received from town of Brookline	" 11, 1890	Chap. 339, Acts 1890	" 20,000 00	"	20,000 00	
Park Maintenance	Mar. 8, 1890	Transferred by City Auditor	" 2,836 52	Maintenance	2,836 52	
" "	May 9, 1890		Appropriation, 56,500 00	"	56,500 00	
Public Parks, Charlestown.	Oct. 13, 1890	Chap. 271 and 444, Acts 1890	Loan, 200 000 00	Land and Cons.,	200,000 00	
Franklin Park	" 17, 1890	Chap. 185, Acts 1875	" 14,000 00	Land	14,000 00	
Charlesbank	Apr. 15, 1891	Transferred from sale of city property	2,869 02	"	2,869 02	
Park Maintenance	May 7, 1891		Appropriation, 60,000 00	Maintenance	60,000 00	
Public Parks	" 20, 1891	Chap. 301, Acts 1891	Loan, 3,500,000 00	Land and Cons.,	3,500,000 00	
Park Department	Jan. 30, 1892		Appropriation, 60,000 00	Maintenance	60,000 00	
" "	May 18, 1892	Transferred from Reserved Fund by Mayor and Committee on Finance.	5,000 00	"	5,000 00	
" "	June 9, 1892		8,000 00	"	8,000 00	
Park Department	Jan. 31, 1893	Transferred by City Auditor	3 626 07	"	3,626 07	

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Table of Appropriations. — *Concluded.*

Name.	Date.	Special statutes.	Amount.	Object.	Amount expended.	Balance.
Park Department	Feb. 10, 1893		Appropriation, $80,000 00	Maintenance	$80,000 00	
" "	Dec. 6, 1893	Transferred by City Auditor	20,000 00	"	20,000 00	
" "	Jan. 31, 1894	Transferred by City Auditor	6,431 80	"	6,431 80	
Public Parks, Wards 6 and 7	May 17, 1893	Chap. 282, Acts 1893	" 408,000 00	Land	408,000 00	
			" 50,000 00	Construction	50,000 00	
Playstead, No. Brighton	July 10, 1893		" 25,000 00	Land	21,224 63	Balance. $3,775 37
Public Parks	Feb. 1, 1894		" 500,000 00	Construction	500,000 00	
"	" 1, 1894	Transferred from Crushed Stone Appropriation for Street Improvements	" 50,000 00	Street Imp'v'ts,	50,000 00	
Park Department	" 12, 1894		" 100,000 00	Maintenance	100,000 00	
" "	May 10, 1894		" 7,000 00	"	7,000 00	
Public Parks	June 8, 1894	Chap. 396, Acts 1894. Not to be issued until after Jan. 1, 1895	Loan, 1,000,000 00	Land and Cons.,	1,000,000 00	
Park Department	" 11, 1894		Appropriation, 5,000 00	Maintenance	5,000 00	
" "	Dec. 31, 1894	Transferred by City Auditor	" 3,898 61	"	3,898 61	
" "	April 1, 1895		" 130,000 00	"	109,756 33	Transferred to Police Department, 20,000 00; Merged, 243 67
Public Parks	July 9, 1895		" 100,000 00	Construction	100,000 00	
Public Parks, Strandway	" 9, 1895		" 100,000 00	"	37,640 33	Balance, 62,359 67
Park Department	Mar. 7, 1896		" 110,000 00	Maintenance	110,000 00	
Public Parks	Part issued	Chap. 453, Acts 1896	Loan, 700,000 00	Land and Cons.,	250,409 26	" 449,590 74
Public Parks, Strandway,	Jan. 31, 1897	" "	" 200,000 00	" "		200,000 00
Public Parks, Wds. 6 and 7,	" 31, 1897	" "	" 100,000 00	" "	11,007 46	Balance, 88,992 54
Public Parks, Wds. 6 and 7,	July 18, 1896	Chap. 282, Acts 1893	" 11,300 00		11,042 63	" 257 37
Neponset Playground	" 14, 1896		Appropriation, 15,000 00		433 84	" 14,566 16
North End "	Oct. 22, 1896		" 100,000 00			" 100,000 00

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Billings Field, West Roxbury	Oct. 22, 1896		Appropriation,	$20,000 00			Balance, $20,000 00
Freeport street, Playground	Oct. 22, 1896		"	4,000 00			" 4,000 00
Park Department	Jan. 31, 1897	Transferred by City Auditor	"	10,483 29	Maintenance	10,483 29	
				$15,420,445 31		$14,438,210 08	$982,235 23
Income appropriated to Maintenance by City Council order approved Dec. 18, 1883				1,772 28			
Income appropriated to Maintenance by City Council order approved Dec. 18, 1883				13,896 08			
Income appropriated to Maintenance by City Council order approved Dec. 18, 1883				12,999 80			
Income appropriated to Maintenance by City Council orders approved Dec. 18, 1883, June 15 and Oct. 23, 1886				15,900 93			
Income appropriated to Maintenance by City Council orders approved Dec. 18, 1883, June 15 and Oct. 23, 1886				7,415 54			
Income appropriated to Maintenance by City Council orders approved Dec. 18, 1883, June 15, and Oct. 23, 1886				3,950 06			
Income appropriated to Maintenance by City Council orders approved Dec. 18, 1883, June 15 and Oct. 23, 1886				4,421 12			
Income appropriated to Maintenance by City Council orders approved Dec. 18, 1883, June 15 and Oct. 23, 1886				6,452 97			
From fund contributed by abutters on Commonwealth avenue				10,000 00		76,808 78	
				$15,497,254 09		$14,515,018 86	$982,235 23

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Summary.

Appropriations for Construction	$4,879,600 00
" " Land and Construction	5,700,000 00
" " Land	4,020,169 02
" " Maintenance, including Income	815,585 07
" " Department expenses	81,900 00
	$15,497,254 09
Less expenditures as above	14,515,018 86
	$982,235 23
Less transfers and merged balances	38,693 38
Balances on hand Jan. 31, 1897	$943,541 85

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Pending Contracts.

The pending contracts, with the value of the unperformed work, are as follows: —

Contractor.	Place.	Nature of Work.	Date of Finishing specified in Contract.	Amount.	Unperformed.
F. A. Snow	Jamaica Park	Grading	July 1, 1897	$5,160 00	$5,160 00
J. J. Flynn	Franklin Park	Refectory Building	May 21, 1895	72,355 00	4,820 00
William T. Eaton	" "	Carriage Sheds	Nov. 20, 1896	12,423 00	6,423 00
James Doonan	Arnold Arboretum	Grading	July, 1, 1897	13,750 50	11,800 50
Thomas F. Broderick	" "	Wall	May 1, 1897	5,670 00	5,670 00
Gerry & Northup	Marine Park	Head House	May 1, 1895	83,111 67	111 67
McHale & Heisler	Charlestown Heights	Wall	Dec. 1, 1896	4,690 00	727 51
Perkins & White	Public Parks, Wards 6 and 7,	Walls, Drainage, etc.	June 1, 1897	23,000 00	17,210 65
W. L. Miller	" " "	Wall, Westerly Dock	May 1, 1897	8,243 00	8,243 00
Jones & Meehan	Strandway, West	Sea-wall and Grading	June 1, 1897	117,000 00	94,704 70
Hugh Farrell	" "	Grading	Dec. 1, 1897	75,200 00	67,452 50
James Dolan	" "	Loam	Jan. 9, 1897	1,740 00	928 28
				$422,343 17	$223,251 81

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Park Statistics to Jan. 31, 1897.

Parks.	Year of Taking.	Cost to Date.		Total.	Area.	Length of Driveways.	Length of Walks.	Length of Rides.	Area of Ponds and Rivers.
		Land.	Construction						
Main Park System:									
Commonwealth Avenue	1894	.....	$100,073 42	$100,073 42	30 acres	2.8 miles	4.13 miles		
* Fens	1879	$596,254 49	2,039,452 10	2,635,706 59	115 "	4.0 "	6.7 "	1.1 miles	28 acres
* † Riverway	1890	452,457 53	562,439 15	1,014,896 68	40 "	1.4 "	2.8 "	1.2 "	8 "
* † Leverett Park	1890 and 1892	269,104 04	358,242 97	627,347 01	60 "	1.2 "	3.4 "	0.9 mile	14 "
* Jamaica Park	1892	812,843 56	155,334 09	968,177 65	120 "	1.5 "	5.6 "	0.7 "	64.5 "
Arborway	1892	245,584 25	187,664 83	433,249 08	36 "	3.4 "	1.25 "	1.4 miles	
* Arnold Arboretum and Bussey Park	1882 and 1895	76,790 35	240,100 43	316,890 78	223 "	3.7 "	7.2 "	.....	0.6 acre
West Roxbury Parkway	1894	117,665 29	5,903 06	123,568 35	150 "	4.1 "			
* Franklin Park	1883 and 1884	1,551,196 63	1,900,232 89	3,451,429 52	527 "	10.0 "	19.1 "	2.5 "	7.4 acres
Marine Park System:									
* Dorchesterway	1892	63,735 54	60,466 10	124,201 64	6 "	0.75 mile	1.6 "		
Strandway	1890 and 1892	356,880 97	60,723 42	417,604 39	20 " land 174 " flats	1.7 miles	3.1 "		
* Marine Park	1883	232,972 57	1,013,715 84	1,246,688 41	32 " land 235 " flats	0.9 mile	2.6 "	.....	4.4 "
Castle Island	1890	.....	32,468 33	32,468 33	21 "	0.4 "	1.6 "		

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* Charlesbank	1883	373,916 99	305,511 13	679,428 12	10 "		1.5 "		
* Wood Island Park	1882 and 1891	132,800 00	208,300 79	341,100 79	46 " land 165 " flats	1.1 "	2.9 "		
* Charlestown Heights	1891	50,538 02	95,156 63	145,694 65	4 " land 6 " flats		0.4 mile		
* Charlestown Playground	1891	172,923 31	8,524 01	181,447 32	14 " land 4 " flats		0.9 "		
* Public Park, North End	1893	419,042 63	61,007 46	480,050 09	4 " land 3 " flats		0.43 "		
* Dorchester Park	1891	63,239 97	2,882 33	66,122 30	26 "				
* Franklin Field	1892	155,810 86	65,965 69	221,776 55	77 "				
Billings Field	1896				11 "				
* North Brighton Playground	1894	21,589 63		21,589 63	14 "				
Neponset Playground	1896	433 84		433 84	18 "				
		$6,165,780 47	$7,464,164 67	$13,629,945 14					
General Account			73,987 50	73,987 50					
Park Nursery			29,947 07	29,947 07					
Betterment Expenses			13,356 10	13,356 10					
		$6,165,780 47	$7,581,455 34	$13,747,235 81	2,191 acres	36.95 miles	65.21 miles	7.8 miles	126.9 acres

* The lands in these parks have been paid for in full. † An additional area of 34 acres is within the limits of the town of Brookline.
Of the above total lentghs of Driveways, Walks, and Rides, there have been completed to date respectively 22.4 miles, 29.9 and 6.1 miles.

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Park Construction.

The appropriation for public parks had so far diminished at the beginning of the last financial year that a further loan of $1,000,000 was requested by the Board to satisfy judgments for land damages, and for carrying on the park work. This request, which was made to the Legislature, with the concurrence of the city government, resulted in the passage of chap. 453 of the Acts of 1896, which authorized further expenditures for public parks, including payments for land, to the extent of $1,000,000, of which $100,000 was to be expended on the public park at the North End, and $200,000 for the completion of the Strandway, in addition to the appropriation of $100,000 already made by the City Council for the Strandway.

Contracts were entered into for building a sea wall and grading at the Strandway from Marine Park to O street, and for filling and grading the Strandway from O street to H street. These works are now in progress.

The contract for grading North End Beach, including the building of a wall on the line of Commercial street and of sea walls and drains, which was in progress at the beginning of the year, was completed, and contracts were made for constructing Copp's Hill Terraces, and a wall on the westerly dock. Plans for the piers, Administration Building and bathhouses have also been prepared, and the construction of these will begin at once, so that the completion of this park, within the present year, will be assured.

In order to further carry out the original plan of a drive around Jamaica pond, a contract was made late in the season for grading the drive, walks and slopes, on the westerly side of Jamaica park, from Perkins street to Jamaicaway. The drive will follow near the shore of the pond through what was formerly the Chickering and Parkman estates; thence over the former location of the ice houses, which is now a barren waste, to the Morse estate, where it will pass at a somewhat higher elevation across the site of the former dwelling-house; thence through the Frothingham estate, close to Prince street, to its junction with the Jamaicaway drive.

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The development of the land adjoining the Arborway on South street, for building purposes, made it incumbent upon the Board to construct the traffic road, from South street to the farther limit of this land, to give access to the houses which are being erected fronting the park. A contract has also been made for the construction of a wall between the Arborway and the Arnold Arboretum, it being a part of the duty of the city, under the agreement with Harvard College, to enclose the Arboretum with suitable walls or fences. This work was done agreeably to the wishes of Prof. Charles S. Sargent, director of the Arboretum, who expressed the desire that the wall should be substantial but inexpensive.

Under the indenture with Harvard College by which Peters' Hill was added to the Arboretum, the driveway, from South street to Walter street, was required to be constructed within two years. A contract was therefore made for grading this section, work under which is now in progress. The Board is considering an entrance to this part of the Arboretum from Roslindale, that this section of the city may have an entrance to the park system, and preliminary surveys have been made with this object in view. The result is contingent, to some extent, upon negotiations with land owners now in progress.

The northerly boundary of the West Roxbury Parkway, between Centre and Weld streets, requires some additional land from the adjoining estates to allow of the construction of a border road similar to the boundary roads on the other side of the parkway. As the construction of such a road would be a very great advantage to the adjoining lands, it is to be expected that the owners of these lands will meet the city in a liberal spirit of co-operation, which will enable the Board to secure the necessary lands on reasonable terms. The total additional area required is about eighteen acres.

The completion of the bridge to carry the New York, New Haven and Hartford Railroad over the Arborway at Forest Hills, which was in progress of construction throughout last year, will make it possible to grade and surface the roadways under the arches early in the coming season. The construc-

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tion of the side roads of the Arborway will also be undertaken at once, with a view to completing this section of the parkway as soon as possible.

The Forest Hills entrance to Franklin Park was finished and opened to the public during the summer, and the temporary entrance through Ellicott street was closed. Considerable work had to be done in the immediate neighborhood of the Refectory to make it accessible to the public. A shelter for carriages has also been constructed at this point for the convenience of those who may wish to leave their carriages while visiting the park.

The first teeing ground of the golf links has been moved to the Abbotswood side of the park, in order that the conveniences of the Refectory and carriage-sheds may be within easy distance of the links. The links were opened late in the fall as an experiment, with Willie Campbell as greenkeeper. The tennis grounds at Ellicottdale were much frequented during the season, showing that the facilities offered by the city to lovers of this sport were much appreciated.

The use of Franklin Field for games of cricket, baseball and football, and particularly for skating, has so much increased as to make the erection of a suitable building desirable for the use of players in summer and skaters in winter. A building to serve the needs of golf players and picnickers at Abbotswood, and those using Franklin Park for recreation, being also needed, the Board had preliminary sketches submitted by three architects for the two houses. No further progress has been made, however, as the Board found that the condition of its appropriation would not allow of their construction, without seriously crippling the funds necessary to maintain the day-labor force through the financial year. These buildings, together with the sheep-fold for Franklin Park designed by the Architects' Division of the Public Buildings' Department, must await further appropriations for park construction before they can be erected. For the same reason, the boating and skating house at Jamaica pond and the proposed Administration Building and boat-house at the Fens, both of which are greatly needed, must also be postponed.

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The Board, recognizing the necessity of abundant drinking facilities and sanitary conveniences, is making arrangements to largely increase the number of public lavatories and drinking fountains.

The sewers in Dorchesterway having been constructed by the Street Department, between Pond street and Dorchester avenue, work was resumed during the summer on the surfacing of the driveway through this section of the Parkway, which has been nearly completed. In connection with this work, a part of the roadway, between Dorchester avenue and Buttonwood street, has been subgraded by the removal of the ledge.

The construction of St. Martin street along the westerly border of Charlestown Heights made it necessary for this department to build a retaining-wall on the line of the street. This work was done under contract, and was completed late in the season. Some grading and planting will be required to complete the work on this section of Charlestown Heights. The filling of the flats, north of the Boston and Maine Railroad, which can be undertaken when the filling of Charlestown Playground is finished, will afford a convenient place for beach bathing, facilities for which in the peninsular are now wholly lacking.

Besides the work already mentioned, the day-labor force has been occupied in completing work which was in progress at the beginning of the year, details of which may be found by reference to the City Engineer's report in the Appendix, and in the work of maintenance which requires the services of a larger number of men each year.

The Refectory at Franklin Park and the Head House at Marine Park were completed and opened to the public last June, under a tentative arrangement with James Dooling and L. E. Bow, respectively, for the first season without compensation to the city. It was not expected that the business done would warrant the payment of rent until the facilities provided were better known to the public, and the reputation of the houses established. The result of the first season's business has justified the wisdom of this arrange-

ment, and furnished the experience necessary to perfect the terms of agreements to cover a period of five years. These agreements will provide for first-class service in all departments, under proper supervision, with a reasonable compensation to the city for the privilege based on a percentage of the gross receipts. In order to empower the Board to execute such agreements, application will be made to the Legislature for an act to authorize the leasing of land and buildings for refectory or similar purposes.

The completion of the house at Pine Bank, Jamaica Park, early last year, and the efforts of the Board to lease it for refectory purposes, brought up the question whether public opinion would permit houses for refreshment in public parks to be carried on with the same privileges regarding the supplying guests with liquid refreshments which were accorded elsewhere under the license laws. With the object of testing the matter the parties proposing to open this house and Franklin Park Refectory were given a hearing by the Board of Police, on their applications for licenses, in the chamber of the House of Representatives, State House. So much opposition was manifested at this hearing that, with the advice of this Board, the applications were withdrawn. The certainty that a satisfactory restaurant could not be successfully carried on at Pine Bank House without a license, caused the project to be abandoned, and the house to remain closed through the season.

The desirability of abandoning the location heretofore occupied at Franklin Park for temporary quarters so that the building can be removed to allow of the improvement of this part of the park, and the need of an Administration Building at Jamaica Park, caused the Board to consider the question of remodelling Pine Bank House to serve the purpose of administrative headquarters; and believing that the efficiency of the administration of the department would be much increased by the consolidation of its general office with the offices of superintendence, construction and maintenance, in one building, the Board has determined to remove its present down-town office to the Pine Bank House, together

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PINE-BANK HOUSE, JAMAICA PARK.

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with the offices now maintained at Franklin Park and on the Riverway; so that all departments may have ready access to the files and papers of other departments and thus, by association, enable the service to be carried on more economically and effectively than by distinct and widely separated offices. All departments can thus be much more readily supervised than heretofore.

The necessity for a responsible executive head of the department has gradually forced itself upon the attention of the Board, and after having given the subject careful attention, and having examined the administrative machinery of the park systems of several other American cities, the Board engaged Mr. John A. Pettigrew, who has had a wide experience as superintendent of the parks of Milwaukee, Brooklyn, and Jackson Park, Chicago, as the executive manager of the entire system of this city, with full control of the engineering and landscape gardening departments. The Board thus obtains a much more efficient administration, with undivided responsibility, and also expects to make a considerable saving of the city moneys which are unavoidably wasted under divided and insufficient responsibility.

The Board again expresses its belief that the parks will not be satisfactorily administered until the appointment and control of those who enforce the rules and regulations of the Board are restored to the Board, and that a system by which the police force for the parks is appointed by, and is responsible to, another commission than the one having the charge of the parks, must always be an obstacle in the way of their good government.

Electric Railway in the Fens.

The original plan of the Fens provided for horse car service through Boylston road. Subsequently, on the advent of electric cars, this plan was abandoned, for the reason that such a location, being partly within a side road only 30 feet in width, would be inadequate to the operation of an electric road, and because of the added danger and noise of electric cars and the unsightliness of poles and wires.

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This location, therefore, being considered inadmissible, the Board, in 1891, voted to request the City Engineer to report as to the feasibility of carrying the street car tracks from the east entrance of Boylston street in the Fens across the channel and under Charlesgate West. Such a plan was submitted by Mr. Jackson, with an estimate of the cost. In 1894, at the solicitation of Mayor Matthews, a strip of land and right of way was purchased, running from Charlesgate West to Landsdown street, connecting thence with Boylston street, west of the Fens, through a new street which was to be laid out 80 feet wide to provide for street cars. The cost of the strip of land and right of way to the city was $15,490. The Board always recognized that the rapid growth of the city would eventually demand street railway communication between the two sides of the parkway at the Back Bay Fens, and in voting to make this purchase, stated its opinion, that it would be a very great danger to human life to permit electric cars to traverse Boylston road through the Fens in the immediate neighborhood of the steam railroad.

Last year when Boylston street, west of the Fens, was rapidly approaching completion, the question of giving immediate access to the lands through which it runs was brought to the attention of the Board by those interested in the development of this section. Several conferences were held with the land owners, regarding the opening of communication between this territory and the city across the Fens. The land owners requested that a temporary location be given to the West End Road to lay tracks through Boylston road, past the John Boyle O'Reilly memorial, and over Richardson's beautiful bridge. This the Board declined to do, believing that the plan for the electric cars to pass to the north of Boylston road and under Charlesgate West was the true solution of the question; and, as the territory referred to was as yet unbuilt upon, such a route could be prepared and opened before any pressing necessity arose for the operation of the railroad.

If the street railway tracks were placed on the surface of Boylston road, as requested by the land owners, they would

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traverse 1,600 feet of the driveway, which in some places is only 35 feet wide, requiring at least one-half of its width, and making four grade crossings of either the main pleasure driveway or the side roads.

If, on the other hand, the car tracks were deflected at Boylston bridge and carried partly over the planted strip and walk adjoining the sloping sides of the Fens, as suggested by the land owners, it would result in the destruction of twenty-five trees, ten of them being Lombardy poplars, more than fifteen years old, which are a characteristic feature of this part of the Fens.

Furthermore, the only pleasure walk on this side of the Fens would have to be sacrificed for the distance of a thousand feet, and no walk could be constructed to take its place without the entire destruction of the planted slopes of the Fenway for that distance and their reconstruction at great expense. The loss of this public promenade would largely destroy the value of the Fens to those who now resort to it for strolling, including many persons with children and baby carriages.

The Board believes that the use of the Fens for all purposes of pleasure would be largely curtailed, and that the whole parkway system, which has become a much thronged public resort for pleasure driving, walking and cycling, would suffer serious injury by the frequent passing of electric cars along the driveways which form its main entrance from the city; not only on account of the liability of accidents, but because the rumble of the cars, the noise of the motors, the ring of the wheels on the curved tracks and the whir of the trolley would prove to be a source of great annoyance, and also on account of the unsightly poles and wires which would be a great disfigurement of one of the chief points of interest in the park system.

No compensating advantages can be claimed for this route which would not be equally well obtained by the one which has been made available by the action of the Board already referred to.

The Board intimated that it would join with the land

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owners and the railway company in constructing this route, if such an arrangement could be carried out. The land owners expressed their inability to join in such a plan and stated that the West End Street Railway Company declined to become a party to such an arrangement on the ground that it was no part of its duty to pay for the construction of public ways.

The failure of the plan to secure coöperation of the land owners and railway company in the construction of this way, however, raises the question, whether the building of a road of such capacity as would provide for all heavy traffic, which in the future will follow the line of Boylston street, would not be a work which the city would be justified in assuming the cost of, in view of the great advantages which would accrue for all time in securing immunity to the pleasure driveways from being inundated by this ever-increasing and undesirable traffic. Such a road could be laid out on the route of the proposed electric car line, thereby utilizing the land already owned by the city. Part of the expense of such a road could no doubt be assessed upon the abutting lands.

Playgrounds.

In the thirteenth annual report of the Board for the year 1887, sundry propositions, looking to the establishing of playgrounds are referred to, and in connection with the general subject the Board reported as follows: "In the late inaugural address of His Honor the Mayor, and also previously in a special message to the last City Council, attention was called to the large amount of vacant lands and other properties not used by the city, which he recommended to be sold. Reference was made to some of these lands in the 'Notes on the Plan of Franklin Park and Related Matters,' supplementary to the eleventh annual report of the Board, and a map showing their locations was published. Demands for playgrounds for the youth of the city are frequently made, which have been partially met in the past by hiring lands in different parts of the city. Might not some of these vacant properties, if found suitable and convenient for playgrounds

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RIVERWAY — VIEW FROM LONGWOOD BRIDGE, LOOKING SOUTH.

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and for open-air gymnasiums, be appropriated for such purposes, and might not others, not well situated or of insufficient area, be sold, and the proceeds applied to the purchase of more suitable lands? If this can be done, and the whole matter of playgrounds be referred to this Board for action or for examination and report, it will cheerfully undertake the duty."

Nothing came of these suggestions at that time, but now, after a lapse of ten years, with the effective aid of the Mayor, action is being taken on the lines then recommended.

This increased interest in the subject of local playgrounds has resulted in several additions to their number and bids fair to cause a still greater increase of grounds devoted to athletic sports and children's games. Plans for several of these grounds have been made, and where appropriations were available the lands required have been secured. On Dec. 14, 1896, eighteen acres of marsh land lying between Neponset avenue and the Old Colony Railroad were taken for the Neponset playground, under the appropriation passed by the City Council of 1895.

A tract of land containing eleven acres in West Roxbury, and known as Billings Field, was taken Dec. 14, 1896, for playground purposes, under an appropriation made by the last City Council.

A small triangular piece of land at the junction of Neponset avenue and Freeport street which, although too small to serve the purposes of a playground, will secure a pleasant resting-place for passers on these thoroughfares, will be taken under the special appropriation therefor, made by the City Council.

Plans for the city lot on East First and M streets, which is in process of being converted into a playground, and for the city lot on Fellows street, which has also been set aside by the City Council for a playground, both of which are in charge of the Public Grounds Department, have been made at the request of the Mayor.

Plans for the North Brighton Playground are also being considered, which will require the taking of about two acres

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additional land to connect it with the Charles River Reservation of the Metropolitan Park System.

The Board has investigated the subject of playgrounds for Ward 3, Charlestown, and for the district near Washington Village, South Boston. For the Charlestown playground, it is believed that Adams Wharf on Chelsea street and Mystic river, lately occupied by the Oriental Coal Oil Company, and now vacant, is the most eligible site. It contains about two acres, enclosed by a sea wall on the river side, and is filled to a grade suitable for immediate use. For the South Boston playground, the vacant marsh lands lying between the Old Colony Railroad and the Strandway seem to furnish the most available location.

The Board trusts that the policy of establishing playgrounds in the various districts of the city, thus so well inaugurated, will be continued until the reasonable requirements of all sections are fully met, and that adequate appropriations will be made for the purpose.

The construction of these playgrounds, together with Franklin Field and Charlestown Playground in accordance with the plans, including the necessary buildings, will require an expenditure of about $500,000. To secure other sites, and to construct similar playgrounds in other sections of the city would necessitate the expenditure of a like amount, or a total of $1,000,000.

The Board also desires to call attention to the liberality and public spirit of a resident of Boston, Mrs. Esther P. Ahl, in the establishment and maintenance of a large in-door gymnasium at East Boston, which she now offers to give to the city, fully equipped with the best gymnastic apparatus, and in complete running order, on condition that the building shall always be maintained as a gymnasium or as a public bathhouse. This liberal offer the Board has agreed to accept as soon as the requisite authority to maintain such an institution is granted by the Legislature. The Board hopes that this gift of Mrs. Ahl will be an incentive to others to emulate her example by giving to the public similar gymnasiums or field houses, athletic grounds and public baths in other sections of the city.

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FINANCIAL CONSIDERATIONS.

The balance of the appropriation for Public Parks on Jan. 31, 1897, less unfinished contracts, amounts to		$414,878 06
From this balance must be deducted the liabilities outside of contracts, being: —		
Amount payable to O. C. R.R., under agreement of June 22, 1894, for Arborway arches, estimated at . . .	$67,000 00	
Estimated damages payable for land taken for West Roxbury Parkway, and the Strandway amounting to .	42,000 00	
And the amount reserved under agreement with the town of Brookline for rebuilding Longwood avenue bridge .	75,000 00	
Or a total of . . .		184,000 00
Leaving a balance available for new contracts and day labor of . . .		$230,878 06

or a sum not more than sufficient for the maintenance of the day-labor force, employed on construction work, during the financial year, and a few minor contracts for fitting up the Pine Bank House and completing the pier and bath-houses at North End Beach.

The indenture between the City of Boston and Harvard College, with reference to Arnold Arboretum and Bussey Park, made the 22d of April, 1895, by which 68 acres of valuable land on Peters' Hill were added to the park system, provides that the city shall make and finish, fit for use, within five years, the driveways, the sites and dimensions of which are delineated on the plan which is referred to in said indenture; and that the driveway, through the valley from Walter street to South street, shall be finished within two years. The last-mentioned driveway is in process of being sub-

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graded, and will be ready for surfacing early in the coming summer. To complete these driveways in accordance with the agreement, will require the expenditure of about $65,000 during the next two years.

The purchase of additional land for the West Roxbury Parkway and the construction of driveways, in order to make the frontage available for building purposes, will require an appropriation of at least $100,000.

A further sum of $100,000 is needed for the construction of the section of the Fens, north of Beacon street. Fifty thousand dollars could be expended to good purpose at Wood Island Park in filling and grading, preparatory to the completion of the driveway and walks.

The erection of new buildings for the use of the department and for the accommodation of the public will require the expenditure of $285,000, as follows: —

Administration Building and boat-house at the Fens	$25,000 00
Boating and skating shelter, Jamaica Park	15,000 00
Sheep-fold and sewer, Franklin Park . .	15,000 00
Stable and repair shops, Franklin Park .	35,000 00
Abbotswood cottage, Franklin Park . .	15,000 00
Schoolmaster Hill Cottage, Franklin Park .	10,000 00
Field house, Franklin Field . . .	30,000 00
Pavilion for refreshment and shelter at Castle Island	25,000 00
Pier and bath-houses, Marine Park . .	40,000 00
Bath-houses, Administration Building and shelter, Wood Island Park	25,000 00
Building and gymnasium, Charlestown Playground	50,000 00
	$285,000 00

As has been suggested in a previous part of this report, our citizens, following the example set in other cities, can, by giving to the parks the more important of these buildings,

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RIVERWAY—LONGWOOD BRIDGE FROM THE SOUTH.

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which may bear such names as they may select, confer lasting benefit on the community, and build enduring monuments of the generosity and public spirit of the donors.

The ordinary works of construction performed by the day labor force will require an expenditure of about $200,000 annually, or $400,000 in the next two years.

It is evident that if the policy of constructing the parks, which has been pursued in the past, with a view to their completion at an early day, is to be continued, that an appropriation of $1,000,000 should be at once available, and the Board recommends that authority for a further loan of that amount be obtained from the Legislature at the next session.

The Board has had estimates prepared by the City Engineer of the cost of completing the park system, in accordance with the plans of the Landscape Architects, so far as they have been developed.

These estimates, omitting those for the Strandway, as originally planned, and providing only for sea walls at K and M streets and wharf at Q street to complete the grading of the part now under contract, are as follows: —

The Fens	$100,000 00
Riverway	74,000 00
Leverett Park	27,000 00
Jamaica Park	86,000 00
Arborway	65,000 00
Arnold Arboretum	65,000 00
Franklin Park	575,000 00
Strandway, Marine Park to H street	70,000 00
Marine Park	634,000 00
Castle Island	283,000 00
Wood Island Park	278,000 00
North End Park	21,000 00
Charlestown Heights	2,000 00
	$2,280,000 00

These statistics represent what has been considered desirable to be done, not including work already under contract,

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or the buildings referred to above, which are estimated to cost $285,000, or the construction of the West Roxbury Parkway, the plans for which are not completed.

The plans upon which these estimates are based may be changed in some particulars which will reduce the expense, and some of the work may be postponed, but with the exceptions stated, the total represents substantially the amount required to complete the parks in accordance with the plans of the Landscape Architects already prepared.

Strandway.

The construction of the Strandway on the lines planned by the Board is a work of such magnitude as to make it essential that a special appropriation should be made for the purpose, unless some other means is found for connecting Franklin Park with Marine Park by a suitable way, which will permit of the larger work being suspended for the present. The Board is of opinion that no such way can be planned which will fulfil the requirements of the Strandway so well as the carrying out of the original plan, and that, in any event, it must ultimately be constructed.

At the suggestion of the Mayor, the Street Commissioners and this Board are studying the problem of the construction of such a way on the line of Columbia street and an extension to South Boston. As this scheme cannot be carried out without further legislation, application will have to be made to the General Court for authority to construct a way which will serve the purposes of a parkway and for ordinary travel.

Bicycle Ways.

The demand for special bicycle ways in public parks and parkways has been under consideration by this Board, and a report from the Landscape Architects is herewith printed; the reasons therein given seeming to the Board conclusive against the establishment of such ways.

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MAY 21, 1896.

Mr. E. C. HODGES, *Chairman of the Park Commission, Boston, Mass.:*

DEAR SIR:— We ask that the following account of our views respecting bicycling in the parks and parkways be placed on file:

1. A rural or country park is, of course, designed to serve the greatest good of the greatest number. Such a park is, however, designed to benefit this greatest number not in all possible ways, but especially in one particular way; namely, by providing scenery in striking contrast to the ordinary scenery of city streets. The removal of large spaces from the taxable area of a city is not justifiable if the lands so removed are used for purposes which smaller or less costly spaces would serve as well or better. Large parks are not created in order to provide flower gardens, zoölogical gardens, eating-houses, race courses, foot ball fields, or any other such things or conveniences, but primarily in order that the public may have access to interesting scenery. The general landscape is of first importance. No structures, games or practices tending to injure the landscape or incommode the public in its enjoyment of the landscape ought to be permitted. To allow any such things or practices to grow up in a country park is to defeat its primary and only justifying purpose.

2. Of all the people who resort to the landscape of a park much the largest number enter on foot. This, indeed, is as it should be, since it is really impossible to thoroughly enjoy scenery except when moving slowly, as in walking. Moreover, the most charming scenes are accessible only to walkers. It is proper, therefore, that parks should be planned with special reference to the convenience and enjoyment of foot passengers. So many people desire to drive through parks that roads are necessarily opened, but thronged roads injure parks from the point of view of people on foot and crossings of foot paths at grade are, therefore, made as few as possible, or else the grades are separated, as at Ellicott Arch in Franklin Park, and throughout Central Park, New York. For the use of the comparatively few people who wish to visit parks on horseback, bridle-paths are sometimes constructed, but such paths in parks are even more objectionable than carriage roads, unless grade crossings can be avoided entirely, as in Central Park. It is on this account that only one short stretch of bridle-path has been built in Franklin Park. The bridle-path from the Fens to the Park, along the parkway, involves comparatively few crossings, not otherwise occasioned, it injures comparatively little scenery, and it is justifiable on the ground that without this one soft path from town to country, horseback riding out of the heart of Boston would be practically impossible owing to the extreme hardness of the modern carriage roads.

3. If, as seems obvious, both carriage roads and bridle-paths are objectionable in parks, it is plain that special bicycle paths would be still more so. The bicycle is a silent steed, and one which moves

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much more dangerously rapidly than either the driving or the saddle horse. For bicycle paths a separation of grades would be even more necessary than for bridle-paths. A separate path would enable bicycles to traverse the park much more swiftly than is possible while they must keep to the road used by slower vehicles, but these slower carriages are already moving quite as fast as it is possible for their occupants to move and still enjoy the scenery, so that if motion is accelerated, park ground will be put to a use quite inconsistent with its main purpose. In other words, a park is a preserve of scenery, and as such it is no place for the driver's speedway, the rider's race-course or the bicycler's scorching track. Just at present the new Boston and Brookline parkway is thronged on Sundays with carriages and bicycles, and while the fever to be seen on this particular road lasts, some difficulty will doubtless be encountered in regulating the traffic. That the use of the way ought to be better regulated than it is seems plain. Large bodies of boys running with close ranks through the midst of the strollers and the baby carriages of a foot path would not be tolerated. Speeding horses on the park roads would not be allowed. The so-called club-runs of bicyclers at high speed along the parkway ought to be likewise forbidden for similar reasons. If bicyclers are not content to limit themselves to a reasonable speed and to observe the rules of the road, they may properly be asked to ride elsewhere than on the parkway. To deprive the horseback riders of the bridle-path would inflict a death-blow upon riding, but the mileage of roads near Boston fit for bicycling is enormous, and however it may be in other cities, no hardship will be worked either by denying the petitions for separate bicycle paths or by regulating the use of the existing road of the Boston Parkway.

Respectfully submitted,

OLMSTED, OLMSTED & ELIOT.

PARK RULES.

The rules for the use and government of the public parks, pleasure grounds, parkways and boulevards, under the jurisdiction of the Board, have been revised and published in manual form.

Respectfully submitted,

EDWARD C. HODGES,
LABAN PRATT,
CHARLES E. STRATTON,
Commissioners.

JAN. 31, 1897.

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BRIDLE-PATH BRIDGE, RIVERWAY.

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APPENDIX.

REPORT OF LANDSCAPE ARCHITECTS.

Mr. E. C. Hodges, *Chairman of the Park Commission, Boston, Mass.:*

Dear Sir: The following brief notes of our doings in connection with the work of the Boston Park Commission during the year 1896 are respectfully submitted: —

General Plans.

The last complete design or "general plan" officially adopted by the Park Commission was our design for the small and peculiar pleasure grounds recently named North End Beach and Copp's Hill Terraces.

A general plan for Dorchester Park has been prepared, but has never been formally adopted, because certain agreements with the city departments controlling adjacent lands, which ought to be joined to the park, — namely, the City Hospital and the Street Department — have not yet been entered into.

A general plan for the recently acquired West Roxbury Parkway, extending from the Arboretum to Bellevue Hill and Stony Brook Reservation, has been ordered by the Commission, and is almost completed. It cannot, however, be satisfactorily finished until certain small additional areas of land are secured at two difficult places. When these two parcels are acquired, there will be no part of the Boston Parks where "boundary roads," affording frontage for adjacent building lands, cannot be constructed when wanted. It may be noted that the West Roxbury Parkway will presumably be the last large Boston park area for which a comprehensive design will be needed. Hereafter, or at least until the city shall take up in earnest the development of the remarkable opportunity presented by the Charles river, between Boston and Cambridge, for which only preliminary sketches have as yet been prepared, it is to be

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presumed that the only general designs required will be those for small local recreation grounds. We have already submitted to the Board preliminary plans for several of these local grounds, but final action upon them has been delayed, owing to the lack of sufficient appropriations. Among these may be mentioned the M-street Playground, Neponset Playground, Washington Village Playground, Fellows-street Playground, Billings Field in West Roxbury, and, largest of all, Franklin Field. Designs for Brighton Playground and for Chelsea-street Playground will be ready shortly.

As has been the case in all recent years, the study of the details of previously submitted and adopted general plans has chiefly busied your landscape architects. (Plans, diagrams and sketches to the number of 113 have been designed by them during the year.)

In 1895 the grading plans for North End Beach, for the yacht club sites on the Strandway, for the neighborhood of the Franklin Park Refectory and carriage-sheds, and the widening of Blue Hill avenue, with a number of similar works, had close attention.

During 1896, detailed construction designs have been prepared for a large part of West Roxbury Parkway; for several drives and walks in the Peters' Hill section of the Arboretum; for a drive and walks in Jamaica Park, between Prince street and the pond; for the peculiar bathing beach outside the Strandway at the foot of L street; for a heavy sea-wall to support the yacht-club sites on the Strandway; for a foot-path entrance to Franklin Park, from Blue Hill avenue at the end of Wales street; for the widening of Canterbury and Morton streets, bounding Franklin Park; for the relocation of Longwood-avenue bridge in Riverway, together with a walk and steps in connection with the bridge, and so on.

Among the most difficult details of park designs are the plans for necessary buildings. The Commission has always employed good architects, but it has been necessary that we should define for the architects the purposes to be served by the buildings, and to indicate how they may best be harmonized with the surrounding park scenery of which they must necessarily form an integral part. For this reason we usually sketch preliminary plans.

In connection with the various parks and playgrounds, we have studied preliminary sketches for the following buildings: a shelter, with toilet, etc., for golf players and picnickers at Abbotswood in Franklin Park; Refectory carriage-sheds in Franklin Park (revised sketch); a large shelter and field house for the men's

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athletic grounds and for skaters and ball players, with administration offices and public toilet at Franklin Field; a boat storage shed in Jamaica Park; a boat storage shed in Leverett Park; a boat-landing in Riverway; an administration building with public toilet and storage for boats in the basement (instead of the separate boat-shed) in Back Bay Fens; an administration building, a women's bath-house, a men's bath-house and promenade piers at North End Beach; a field house for men's and women's athletic grounds, with administration offices and public toilet (revised plans) in Charlestown Playground; a waiting-room and shelter for street-car passengers at Charlestown Playground; field house for men's and women's athletic grounds, with administration offices, public shelter and toilet for skaters in M-street Playground.

Working drawings and specifications for the administration building and women's bath-house at North End Beach, based upon our sketches, have been prepared by Architect R. C. Sturgis, during the past year, and the contract awarded. It is impossible to foretell how much this small bathing-beach may be frequented, but it seemed best to use only part of the space available for bathers' dressing-rooms at once. A considerable increase of accommodation can be hereafter obtained on the adjoining pier. The women's bath-house is ingeniously arranged so as to properly control the bathers, and so as to permit their passing to and from the beach without interfering with persons passing to or from the pier and boat-landing. Both piers are also under contract.

The bathing establishment and Refectory at Marine Park was first opened last summer, and was much used; but the bathing beach needs to be fenced off, as originally designed.

The Refectory in Franklin Park was also opened for the first time last summer, and was much visited, especially on warm evenings. For the sake of the health of the vines which are to cover the great pergola, we were obliged to recommend a temporary flooring of plank. A brick pavement will be substituted after the vines are well started. The circular carriage-shed adjacent to this building has been nearly completed.

Among the buildings which are already needed are the field house for athletes, ball players and skaters at Franklin Field; the boat storage shed at Jamaica Pond; the boating and skating shelter at Jamaica Pond; a similar shelter at Leverett Pond; an administration building in Back Bay Fens; a group of administration buildings in Franklin Park, and a large shelter on Castle Island.

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Perhaps the most difficult of all the elements of a general plan to get carried out satisfactorily is such modification of existing vegetation, or such addition of new vegetation by planting, as may be required for the realization of the intended scenery. The lines and grades of roads and paths which make parks accessible can be described by drawings with all needed accuracy, but not so the more essentially scenic work in the woods and fields. This work in the Boston parks has been, and indeed must be, intrusted to responsible specialists, corresponding as to knowledge and ability with the engineers who are in charge of the constructive works; and, if satisfactory results are to be secured, it is just as essential for the foresters or gardeners to be loyal to the general plans as it is for the engineers to be. There are certain parts of the parks, especially along the borders of waters and in existing rocky woodlands, where we have designed to have unusually wild and natural effects. For the gardener to plant in such situations exotic trees and showy garden shrubs and perennials, would go far toward defeating the essential elements of our designs. The roads and paths of "country parks" are placed in certain positions so as to command certain landscapes or bits of scenery thus and so, and, conversely, the vegetation, which in this climate makes the scenery, must be controlled, encouraged or modified accordingly. Unless planting, thinning and clearing are thus done sympathetically, the courses of the roads become meaningless, and their cost is wasted.

Yours respectfully,

Olmsted, Olmsted & Eliot,
Landscape Architects Advisory.

CITY ENGINEER'S REPORT.

City of Boston, Engineering Department,
50 City Hall, Jan. 30, 1897.

Mr. Edward C. Hodges, *Chairman Board of Park Commissioners:*

Dear Sir: I herewith submit the following report of the work done, and of the matters of interest in connection with the work placed under my direction, by your Board, the work being continued under the immediate charge of Assistant Engineer E. W. Howe.

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RIVERWAY — VIEW FROM LONGWOOD BRIDGE, LOOKING NORTH.

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Commonwealth Avenue.

Underground conduits for electric wires have been built by the Edison Electric Illuminating Company between Massachusetts avenue and Beacon street, and also on Charlesgate East and Charlesgate West, between Commonwealth avenue and Beacon street.

The Fens.

The only work of construction done here during the year was the re-grading and re-surfacing the grounds and walks around the John Boyle O'Reilly monument. The area immediately around the monument has been covered with an artificial stone walk.

Two small temporary boat-landings were built, one nearly opposite Westland entrance and one at Brookline avenue.

Riverway.

The yard at the Administration Building has been inclosed by a wall on the side towards the park and by a fence on the line of the railroad. The walks in the vicinity of the building have been surfaced and the plantations graded. The building was opened for the use of the public early in the season.

On Audubon road, between the railroad and Beacon street, the Street Department has built sewers on each side of the road, and the gas and water-pipes have been laid. The surfacing of the road is now in progress.

A temporary boat-landing was built near the gate house at Brookline avenue.

Leverett Park.

Three hundred and forty-four linear feet of 8-inch and 958 linear feet of 18-inch drains have been built from near the junction of Bynner street with the Parkway to Leverett pond. Catch-basins at this junction were built by the owners of the abutting land.

Jamaica Park.

A 6-inch sewer has been built from the Pine Bank Refectory to the sewer in Jamaicaway, near Perkins street, a distance of 1,050 feet.

On December 14 a contract was made with F. A. Snow for grading the drive, walks and slopes on the westerly side of the park between Perkins street and Jamaicaway. This work is now in progress.

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The water-pipe from the pumping-station is nearly all laid, and the boilers and pumps should be repaired so that the plant can be used.

Arborway.

The drive on the traffic road has been surfaced for a distance of 1,350 feet westerly from South street.

On December 1 a contract was made with Thomas F. Broderick for building a wall on the line between the Arborway and the Arboretum. The work is not yet completed.

The bridge over the Parkway, on the line of the New York, New Haven & Hartford Railroad, is nearly finished. This is a masonry structure of five arches, and makes an angle with the railroad of 63 degrees 3 seconds. The width of the bridge at right angles to the railroad is 69 feet. The southerly arch is over Morton street, and the northerly arch is over the traffic road on the northerly side of the Parkway. Each of these arches has a span of 41 feet 2 inches. The central arch has a span of 45 feet 2 inches, and is over the Parkway drive. On each side of the central arch there is an arch of 23 feet 2 inches span, the northerly one being over the bridle-path and the southerly one over the promenade. The foundations rest upon beds of concrete, varying in thickness according to the character of the ground; all other masonry is of granite. The soffits of the arches and the parapets are fine pointed; all other exposed surfaces are quarry faced. The bridge is surmounted by a parapet 6 feet high on each side of the railroad.

The bridge was built by the New York, New Haven & Hartford Railroad Company, after plans made by Messrs. Shepley, Rutan & Coolidge, architects.

The drive between Washington street and Forest Hills street was opened to travel on August 2.

Arnold Arboretum.

A complete crusher plant has been established at the quarry on Bussey street, and the work of crushing stone for road construction and repair is now going on.

On October 5 a contract was made with James Doonan for grading the road on the northerly side of Peters' Hill, between the corner of Bussey and Walter streets and the corner of Bussey and South streets. This work will be completed early in the coming season.

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West Roxbury Parkway.

A topographical survey of the portion of the Parkway between the Arboretum and Weld street has been made during the year.

Franklin Park.

The new drive at Forest Hills entrance was finished and opened to travel on August 2. At the same time Ellicott street, the last of the old highways in the park, was closed. The walk through this entrance has been finished, and the gravel has been deposited on the ride, but some work remains to be done to complete the latter.

At the Refectory the service drive from Blue Hill avenue to the service yard of the building has been built. A deep excavation for the drive and walls 6 feet high on each side of it were necessary. Steps on the path and walls on each side of the path, leading from Blue Hill avenue to the Refectory, have been built. The wall on the line of the road from Glen lane to the Refectory has been completed; also a wall on the southerly side of Glen lane from the Refectory drive to Blue Hill avenue.

The road to the Refectory and the court in front of the building have been surfaced, and the Pergola Terrace has been covered with a temporary plank floor.

A drain was laid from the building to Blue Hill avenue, but, as at the time the sewer had not been built in that part of the avenue, a temporary drain was built from the end of the drain to the sewer at Wales street. The sewer has since been built in the avenue, and the park drain permanently connected with it. Another drain has been built from the carriage shed to the sewer in Blue Hill avenue. A 6-inch water-pipe was laid from Blue Hill avenue to the Refectory.

The grading of the grounds in this vicinity has been nearly finished. The Refectory was opened on July 4.

Franklin Field.

No construction work has been done during the year except to repair some of the turf which had become winter-killed.

The Street Department has built a sewer on the southerly and easterly sides of the Field between the drainage ditch and the boundary line from Lyons street to Talbot avenue.

Dorchesterway.

The Street Department has completed the sewers on both sides of the Parkway, between Pond street and Dorchester avenue. The Water Department is now laying its pipes in this same section.

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Work was resumed in August on the surfacing of the driveway. The gutters have been paved, the catch-basins built, the Telford foundation laid, and most of it covered with crushed stone on the section between Pond street and Dorchester avenue. A large amount of rock has been excavated between Dorchester avenue and Buttonwood street.

The Strandway.

Plans and specifications were prepared, and on June 4 a contract was made with Jones & Meehan for building the sea wall and grading that portion of the Strandway between O street and Marine Park, for the sum of $117,000. This work is now being done.

On October 19 a contract was made with Hugh Farrell for filling and grading that portion of the Strandway between I and O streets. This work will require about 160,000 cubic yards of filling which is to be furnished for 47 cents per cubic yard. Work was begun early in November, and is now in progress.

Plans have been prepared for the extension of the storm overflow sewers at I and N streets.

On December 1 a contract was made with James Dolan for removing the surplus loam from the site of the proposed playground on M, First and Second streets, and piling the same on the Strandway for future use there. The work is nearly finished.

Marine Park.

The new head-house was opened to the public on June 17, and the pier, which had been kept closed since the preceding winter on account of the work on the head-house, was opened on June 19.

As stated in the last annual report some of the columns supporting the iron pier had been broken by the pressure of the filling forming the beach. Measurements taken at frequent intervals having shown that the movement of the columns had practically ceased it was decided to repair them. This was done in the following manner: Two rows of four spruce piles each were driven, one on each side of the column, on lines parallel to the direction of the pier and as near the columns as was practicable. The pile-driver was placed on the floor of the pier. Each row was capped with a 12-inch hard pine timber. Other piles were driven, and the pier was temporarily supported on them by blocking and by clamps around the column. The column then having been cut off at the proper grade, and about 1½ feet of the part

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below the cut broken away it was swung into a vertical position by jack screws. Two courses of 6-inch hard pine timber, laid close, were then placed on the caps and spiked to them, and the column lowered on to a bed of cement on the platform. Three columns were treated in this manner. The grades of the platforms vary according to the grade of the ground, but they are such that the timber can all be covered by the filling, and so no evidence of the injury be seen. The columns are 4½ feet in diameter, of cast iron, 1¼ inches thick, and filled solid with concrete. The tops of the columns are at grade 20, and they were sunk to a depth of from 60 to 64 feet, the lower 10 feet being in stiff clay, above which there was about 28 feet of mud. The weight to be raised in moving the columns was about 40 tons. Measurements taken since the work was done show no movement.

The old Refectory building has been removed, and the site graded and loamed.

The house occupied by the sergeant in charge of Fort Independence was thoroughly repaired during the spring.

Public Park, North End.

The work done under the contract with Trumbull & Ryan, dated Nov. 4, 1895, was finished on November 2, at a cost of $43,-055.26. This work consisted of the grading of the grounds north of Commercial street, the building of catch-basins and drains, the building of a wall on the line of Commercial street, and the building of all sea walls for the approaches to the proposed promenade piers, with the exception of the wall on the westerly dock, which was omitted on account of the insufficiency of the appropriation at the time.

On January 18 of this year, a contract was made with William L. Miller for building the wall on the westerly dock. This work has been begun.

Plans and specifications have been prepared for building the promenade and bath-house piers.

On September 16 a contract was made with Perkins & White for doing all the work, except planting, required to complete the section of this park between Charter and Commercial streets. This work is to be finished on or before June 1 of this year.

Wood Island Park.

Fourteen electric arc lamps have been set up on the gymnasium ground, and 6 on the large field. Three thousand four hundred

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and fifty-seven linear feet of underground conduit, carrying 5,801½ linear feet of cable to these lamps, have been built. The work was done by the Boston Electric Light Company.

A portion of the large field was covered with loam to provide for two baseball diamonds.

Agricultural tile drains have been laid in a portion of the gymnasium ground for the better draining of the same.

Charlestown Heights.

The only work of construction done here during the year was the building of a retaining wall on the line of St. Martin street, which was done under a contract with McHale & Heisler, dated Sept. 8, 1896. The work was completed late in the season at a cost of $4,640. Some grading remains to be done back of this wall, and iron railings are required on a part of it, and on the walls on either side of the shelter building; this will complete the construction of that portion of this park south of Medford street.

Charlestown Playground.

The work of filling has gone on as heretofore at no expense to the department, except for the levelling of the material. About 9 acres out of a total of 14 acres have been filled nearly to grade.

Charlesbank.

The face of the sea wall was repointed early in the spring, and the usual repairs made in the gymnasium.

Playgrounds.

Surveys have been made of land for Playgrounds on Neponset avenue, Dorchester; on Bellevue and La Grange streets, West Roxbury, and of the city's lot on First, M and Second streets, South Boston.

The appended table shows the principal items of work completed to date.

Respectfully submitted,

William Jackson,
City Engineer.

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STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN OR NEAR THE CITY OF BOSTON.

[Stat. 1896. — Chap. 199.]

AN ACT RELATIVE TO PARKS.

SECTION 1. Whoever violates any rule or regulation for the government or use of any public reservation, parkway or boulevard, made under authority of law by any board or officer in charge thereof, shall for each offence be punished by a fine not exceeding twenty dollars, on complaint before any court of competent jurisdiction.

SECT. 2. All acts and parts of acts inconsistent herewith are hereby repealed.

(*Approved March 25, 1896.*)

[Stat. 1896. — Chap. 284.]

AN ACT RELATIVE TO EXCAVATIONS, FILLINGS AND CONSTRUCTIONS IN TIDE WATERS FOR THE PURPOSES OF THE PUBLIC PARKS OF THE CITY OF BOSTON.

SECTION 1. All excavations, fillings and structures in the tide waters of the Commonwealth, to be made by the city of Boston for the purposes of its public parks, and heretofore approved by the board of harbor and land commissioners, may be continued and carried out to the extent of such approval, whether the time within which they should have been completed has or has not expired.

SECT. 2. This act shall take effect upon its passage.

(*Approved April 14, 1896.*)

[Stat. 1896. — Chap. 313.]

AN ACT RELATIVE TO THE BUILDING LINE AND HEIGHT OF BUILDINGS ON PARKWAYS, BOULEVARDS AND PARKS.

SECTION 1. The board of park commissioners of a city or town may, in the manner and in accordance with and subject to the provisions of chapter four hundred and sixty-two of the acts of the year eighteen hundred and ninety-three, establish a building line, at no point more than twenty-five feet distant from any

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exterior line of a parkway, boulevard or public way on which a park borders; and the extreme height to which buildings may be erected upon such parkway, boulevard or public way shall be seventy feet, or such other height as the city council of a city or the inhabitants of a town may from time to time determine.

SECT. 2. Any person sustaining damage by reason of the establishment of any building line under the provisions of the preceding section shall have the same remedies for obtaining payment therefor as may at the time of the filing of a petition for such damages be prescribed by law for obtaining payment for damages sustained by any person whose land is taken in the laying out of a highway in such city or town.

SECT. 3. This act shall take effect in any city when accepted by the city council thereof, and in any town when accepted by a majority of the legal voters thereof present and voting thereon at a town meeting called for the purpose.

(*Approved April 27, 1896.*)

[Stat. 1896. — Chap. 411.]

AN ACT TO AUTHORIZE THE SALE OF CERTAIN LANDS TAKEN FOR PUBLIC PARK PURPOSES IN THE CITY OF BOSTON.

SECTION 1. The board of park commissioners of the city of Boston is hereby authorized, with the approval of the mayor of said city, to sell the parcels of land situated on the northeasterly side of Seaver street, adjoining Franklin Park, in that part of said city known as Roxbury, and to apply the proceeds of the sales to the payment for other lands taken by said city for park purposes.

SECT. 2. This act shall take effect upon its passage.

(*Approved May 16, 1896.*)

[Stat. 1896. — Chap. 453.]

AN ACT TO AUTHORIZE THE CITY OF BOSTON TO CONTINUE THE CONSTRUCTION OF ITS PUBLIC PARKS.

SECTION 1. The city of Boston shall continue the construction of the public parks of said city, and to pay the expenses incurred therefor, including payments for lands, the city treasurer shall from time to time as specified in requests by the board of park commissioners of said city, approved by the mayor, issue notes, bonds or scrip of said city, and the total amount so issued shall not exceed one million dollars; *provided, however*, that out of the proceeds of the notes, bonds or scrip hereby

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authorized to be issued the sum of two hundred thousand dollars shall be applied towards the completion of the Strandway, so-called, in South Boston, and one hundred thousand dollars for the completion of the North End Park. Said notes, bonds or scrip shall be made payable in thirty years from their date, and bear interest payable semi-annually at such rate, not exceeding four per cent. per annum, and at such times as shall be fixed by said treasurer, and the indebtedness incurred under this act shall not be taken into consideration in determining the debt limit of said city.

SECT. 2. This act shall take effect upon its passage.

(*Approved June 2, 1896.*)

[Stat. 1896. — Chap. 465.]

AN ACT TO BETTER DEFINE THE AUTHORITY OF THE METROPOLITAN PARK COMMISSION.

SECTION 1. Whenever, by reason of a taking by the Commonwealth through its metropolitan park commission, duly concurred in according to law, an existing public street is so affected that the public rights therein might otherwise be abridged, either by being wholly or in part included within the taking, any and all exceptions and reservations made in said taking in favor of any municipality within which said street or any part thereof may lie, and of the public, and of any corporations and individuals (said taking being accompanied by a plan showing the land included therein and the street so affected) shall be valid, effectual and binding; and in order to insure to the parties from time to time concerned the full and perfect enjoyment of the uses thereby reserved said board is hereby authorized and empowered from time to time to make grants or conveyances of easements, to enter into agreements, to issue licenses, and generally to conclude arrangements to that end, all in its discretion; but no such grant, agreement, license or arrangement shall be taken or held to abrogate or abridge the control of said board over the land included in said taking except as in said exceptions and reservations provided, or the right of said board from time to time in its discretion to make rules and regulations for the government and use of any roadway, boulevard or crossway, which may at any time hereafter be laid out and maintained over said land or over any portion thereof, not inconsistent with such exceptions and reservations.

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Sect. 2. Said commission is hereby authorized and empowered to transfer for care and control, including police protection, any lands or rights or easements or interest in land, although the same be a roadway or boulevard owned or controlled by it, to any city, town or county, or local board of a city or town within the metropolitan parks district, with the consent of such city, town, county or board, and upon such terms and for such period as may be mutually agreed upon, and to enter into an agreement with any such city, town or county or board for the joint care and control or police protection of said land or boulevard, and also for laying out, constructing and maintaining streets or ways into or across any such land or boulevard; and any city, town or county, or any local board within the metropolitan parks district, is hereby authorized and empowered to transfer for care and control, including police protection, any land, rights, easements or interest in land in its control, although the same be already a part of a public street owned or controlled by it, to the metropolitan park commission for such period and upon such terms as may be mutually agreed upon, and to enter into an agreement with said commission for the joint care and control, including police protection, of said land or street.

Sect. 3. Said commission is hereby authorized to join with any city, town or county in the laying out, improvement, relocation, widening, repairing, maintaining and caring for any public street, way, bridge or stream which lies along or connects any lands, roadways or boulevards, or any sewer, water pipe or other conduit in such public street, way or bridge, or in or across any park, road or boulevard, or park reservation or open space owned or controlled by it, and in the expense of such work, and for such purposes or any of them to make contribution to such city, town or county by a grant of land or rights in land, although the same be already a roadway or boulevard, or by payment of money for its portion of such expense.

Sect. 4. This act shall take effect upon its passage.

(*Approved June 4, 1896.*)

[Stat. 1896. — Chap. 466.]

An Act increasing the amount of money to be placed at the disposal of the metropolitan park commission for general purposes.

Section 1. The metropolitan park commission, created by chapter four hundred and seven of the acts of the year eighteen

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hundred and ninety-three, for the purpose of carrying out the provisions of said act and of all acts in amendment thereof or in addition thereto, including chapters four hundred and eighty-three and five hundred and nine of the acts of the year eighteen hundred and ninety-four, and chapter four hundred and fifty of the acts of the year eighteen hundred and ninety-five, may expend the further sum of one million dollars in addition to all sums heretofore authorized to be expended by it; and to meet expenditures incurred under authority of this act the treasurer and receiver general shall issue a corresponding amount of scrip or certificates of indebtedness as an addition to the metropolitan parks loan, and shall add to the existing sinking fund heretofore authorized to provide for the payment of the same; said scrip or certificates of indebtedness shall be issued and additions to said sinking fund so established shall be assessed and collected in accordance with the provisions of sections nine, ten, eleven and twelve of said chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three and the provisions of chapter two hundred and eighty-three of the acts of the year eighteen hundred and ninety-five.

SECT. 2. This act shall take effect upon its passage.

(*Approved June 4, 1896.*)

[Stat. 1896. — Chap. 472.]

AN ACT INCREASING THE AMOUNT OF MONEY PLACED AT THE DISPOSAL OF THE METROPOLITAN PARK COMMISSION FOR THE CONSTRUCTION OF ROADWAYS AND BOULEVARDS.

SECTION 1. The metropolitan park commission, created by chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, may, for the purposes of constructing roadways and boulevards under the authority of chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four and of any acts in amendment thereof or in addition thereto, expend the further sum of five hundred thousand dollars in addition to all sums hitherto authorized to be expended by it, for the purposes of constructing such roadways and boulevards; and to meet any expenditure under the authority of this act the treasurer and receiver general shall issue a corresponding amount of scrip or certificates of indebtedness or bonds as an addition to the Metropolitan Parks Loan, Series Two. The sinking fund already established by law shall also be maintained for the purpose of extinguishing scrip, certificates or bonds issued under

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the authority of this act. Any premium realized on the sale of said scrip or certificates or bonds shall be applied to the payment of the interest on the loan hereby authorized, as it accrues. Said scrip or certificates of indebtedness or bonds shall be issued and said sinking fund assessed and collected in accordance with the provisions of said chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four.

SECT. 2. This act shall take effect upon its passage.

(*Approved June 4, 1896.*)

[Stat. 1896. — Chap. 550.]

AN ACT RELATIVE TO THE METROPOLITAN PARKS AND BOULEVARDS.

SECTION 1. The metropolitan park commission shall, prior to the first day of January in the year nineteen hundred, take all the lands which it is authorized to take, and shall lay out and construct all the parks, reservations, boulevards and other works which it is authorized to lay out and to construct, and the treasurer of the Commonwealth shall pay from the proceeds of the loans authorized for the purpose of meeting the expense of taking said lands, of laying out said parks and reservations and of constructing said boulevards and other works, or from the proceeds of any of said loans, all moneys required prior to and including the first day of January in the year eighteen hundred and ninety-six to and including said first day of January in the year nineteen hundred, to meet the interest and sinking fund requirements for said loans as estimated by said treasurer and to meet the cost of maintenance and operation of said parks, reservations, boulevards and other works as annually authorized by the legislature, and to meet such amount as has heretofore been paid from the treasury of the Commonwealth for such cost.

SECT. 2. The supreme judicial court sitting in equity shall in the year nineteen hundred, and in every fifth year thereafter, on the application of said commissioners or of the attorney of either of the cities or towns in the metropolitan parks district, and after notice to each of said cities and towns, appoint three commissioners, neither of whom shall be a resident of either of said cities and towns, who shall, after such notice and hearing as they shall deem sufficient and in such manner as they shall deem just and equitable, determine the proportions in which each of said cities and towns shall pay money into the treasury of the Commonwealth each year for the term of five years, beginning with the first day of January in each year in which such commissioners

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are required to be appointed, to meet said interest, sinking fund requirements, and cost, for such year, and any deficiency in the amount previously paid in as found by said treasurer, and shall return their award into said court; *provided, however*, that the commissioners shall fix and return the proportion to be paid by the city of Boston for each year of the first of said terms at fifty per cent. Every such award when accepted by the court shall be a final and conclusive adjudication for the term, of all matters referred to the commissioners, and shall be binding upon all parties.

Sect. 3. The treasurer of the Commonwealth shall in the year nineteen hundred, and in each year thereafter, estimate, in accordance with the proportions determined as aforesaid, the several amounts required during the year beginning with the first day of January, from the cities and towns aforesaid, to meet said interest, sinking fund requirements, and cost, for such year, and deficiency, if any, and shall include the amount required from a city or town, in, and make it a part of, the sum to be paid by such city or town as its annual state tax, and the same shall be paid by the city or town into the treasury of the Commonwealth at the time required for the payment, and as a part, of its state tax; *provided, however*, that the moneys to be paid into the treasury of the Commonwealth each year, and the amount to be paid by the Commonwealth and made a part of the annual state tax levy, shall be as specified in section ten of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, and in section eight of chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four.

Sect. 4. Sections ten, eleven and twelve of chapter four hundred and seven of the acts of the year eighteen hundred and ninety-three, sections eight, nine and ten of chapter two hundred and eighty-eight of the acts of the year eighteen hundred and ninety-four, all acts in amendment of or in addition to said sections or either of them, and all other acts or parts of acts inconsistent with this act, are hereby repealed, and the treasurer of the Commonwealth shall not hereafter require the payment of, and no city or town shall hereafter pay, any money into the treasury of the Commonwealth under any determination or finding of any commission appointed under the provisions of said sections, or any of them.

Sect. 5. This act shall take effect upon its passage.

(*Approved June 9, 1896.*)

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STATUTES OF THE COMMONWEALTH RELATING TO PUBLIC PARKS IN OR NEAR THE CITY OF BOSTON.

Year.	Chapter.	
1866.	247.	— An Act to authorize the Erection of a Sea wall, and the filling of certain flats in Charles river, to abate a nuisance.
*1870.	283.	— An Act for the Laying out of one or more Public Parks in or near the City of Boston.
†1875.	185.	— An Act for the Laying out of Public Parks in or near the City of Boston.
1880.	144.	— An Act to authorize the connection of the Arnold Arboretum with the System of Parks of the City of Boston.
1881.	92.	— An Act in addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Charles-river Embankment.]
1881.	197.	— An Act to authorize the Construction of the Charles-river promenade.
1882.	168.	— An Act to authorize the City of Boston to Issue a Public Park Loan.
1884.	226.	— An Act in relation to betterments for Locating, Laying out, and Constructing Streets, Ways, and Public Parks.
1884.	237.	— An Act in relation to assessments for Public Improvements.
1885.	299.	— An Act requiring notice of assessments of betterments to be given to the party to be charged thereby.
1885.	360.	— An Act in further addition to an Act for the Laying out of Public Parks in or near the City of Boston. [Marine Park.]
1886.	65.	— An Act extending the time for the completion of the Public Park in the City of Boston known as the Charles-river Embankment.

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*This Act was to take effect when accepted by two-thirds of the legal voters voting thereon at the State election. The vote in favor was 9,233; against, 5,916. The Act consequently was rejected.

† This Act was accepted by a majority of the legal voters voting thereon, June 9 1875. Yeas, 3,706; Nays, 2,311.

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Year.	Chapter.	
1886.	134.	— An Act to change a portion of the line of the Sea wall of the Public Park in the City of Boston, known as the Charles-river Embankment.
1886.	304.	—An Act to authorize a Loan for the construction of Public Parks in or near the City of Boston.
1887.	312.	— An Act to authorize a Loan for the payment for lands heretofore acquired for Public Parks in or near the City of Boston.
1887.	427.	— An Act to enlarge the area for the proposed Marine Park of the City of Boston between South Boston and Castle Island.
1888.	376.	— An Act to authorize the City of Boston to refund a portion of the money paid as betterments for the Marine Park in said City.
1888.	392.	— An Act to enable the City of Boston, for the purpose of obtaining lands for its Public Parks, to incur indebtedness outside of the limit fixed by law.
1889.	129.	— An Act relating to buildings in the Public Parks of the City of Boston.
1889.	438.	— An Act to authorize the enlargement of the proposed Marine Park in the City of Boston.
1890.	271.	— An Act to authorize the City of Boston to incur indebtedness outside of its debt limit, to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.
1890.	399.	— An Act changing the boundary between the City of Boston and the Town of Brookline.
1890.	444.	— An Act to amend an Act authorizing the City of Boston to incur indebtedness outside of its debt limit to procure and construct one or more Public Parks in the Charlestown District of the City of Boston.
1891.	301.	— An Act to authorize the City of Boston to incur a debt for Park purposes beyond the limit fixed by law.
1891.	344.	— An Act to authorize the City of Boston to construct a Sea wall and extend the Charles-river Embankment.
1891.	390.	— An Act to provide for the appointment of the Charles river Improvement Commission.

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YEAR. CHAPTER.

1892. 371. — An Act to authorize the City of Boston to take Jamaica Pond and Ward's Pond for a Public Park.

1893. 126. — An Act in relation to raising the grade and changing the location of the Providence Division of the Old Colony Railroad in the City of Boston.

1893. 211. — An Act in relation to the issue of bonds and certificates for Park purposes by the City of Boston.

1893. 225. — An Act to authorize cities and towns to establish and maintain Public Playgrounds.

1893. 258. — An Act to authorize the City of Boston to refund or abate a portion of its betterments assessed for the extension of the Marine Park.

1893. 282. — An Act to provide for a Public Park in Wards 6 and 7 of the City of Boston.

1893. 300. — An Act relative to the Laying out of Public Parks by towns and cities. [Boulevard Act.]

1893. 331. — An Act relative to leasing open spaces for Gardens and Playgrounds by cities and towns.

1893. 407. — An Act to establish a Metropolitan Park Commission.

1893. 416. — An Act relating to an Act relative to the Laying out of Public Parks by towns and cities. [Amending Stat. 1893, Chap. 300.]

1893. 435. — An Act in relation to the construction of a Sea wall and the extension of the Charles-river Embankment by the City of Boston.

1893. 475. — An Act to provide for the improvement of Charles river.

1894. 288. — An Act to authorize the Metropolitan Park Commission to construct Roadways and Boulevards.

1894. 396. — An Act to authorize the City of Boston to incur indebtedness beyond the limit fixed by law, for Park purposes.

1894. 483. — An Act to authorize the Commonwealth to acquire the location in part of the Boston, Revere Beach & Lynn Railroad, and to authorize a relocation in part of said railroad.

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Year.	Chapter.	
1894.	509.	— An Act to authorize the Metropolitan Park Commission to expend a sum of money, in addition to the amounts heretofore authorized, for open spaces along or near the Charles river.
1895.	45.	— An Act to authorize the Extension of the Arnold Arboretum.
1895.	185.	— An Act to authorize the City of Boston to abate a Portion of the Betterments made on account of the Laying out of Jamaica Park and Arborway.
1895.	272.	— An Act changing the Limits within which Land may be taken by the Metropolitan Park Commission within the City of Medford.
1895.	305.	— An Act relative to the taking by the Metropolitan Park Commission of Revere Beach, so-called, in the town of Revere.
1895.	450.	— An Act relative to the Metropolitan Park Commission.
1896.	199.	— An Act relative to violations of regulations of Public Parks.
1896.	284.	— An Act relative to excavations, fillings and constructions in tide waters for the purposes of the Public Parks of the City of Boston.
1896.	313.	— An Act relative to the Building line and height of buildings on Parkways, Boulevards and Parks.
1896.	411.	— An Act to authorize the sale of certain lands taken for Public Park purposes in the City of Boston.
1896.	453.	— An Act to authorize the City of Boston to continue the construction of its Public Parks.
1896.	465.	— An Act to better define the authority of the Metropolitan Park Commission.
1896.	466.	— An Act increasing the amount of money to be placed at the disposal of the Metropolitan Park Commission for general purposes.
1896.	472.	— An Act increasing the amount of money placed at the disposal of the Metropolitan Park Commission for the construction of Roadways and Boulevards.
1896.	550.	— An Act relative to the Metropolitan Parks and Boulevards.

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MEMBERS OF THE BOARD OF PARK COMMISSIONERS OF THE CITY OF BOSTON FROM ITS ORGANIZATION, WITH THEIR TERMS OF SERVICE.

T. Jefferson Coolidge. — Appointed July 8, 1875, for the term ending April 30, 1879. Resigned Dec. 11, 1876.

Charles H. Dalton. — Appointed July 8, 1875, for the term ending April 30, 1877. Reappointed in 1877, 1880, and 1883. Resigned May 11, 1885.

William Gray, Jr. — Appointed July 8, 1875, for the term ending April 30, 1878. Reappointed in 1878 and 1881, and served until the expiration of his term, April 30, 1884.

Charles S. Storrow. — Appointed Dec. 11, 1876, in place of T. Jefferson Coolidge, resigned. Reappointed in 1879, for the term ending April 30, 1882. Resigned May 19, 1879.

Henry Lee. — Appointed May 19, 1879, in place of Charles S. Storrow, resigned. Reappointed in 1882, and served until the expiration of his term, April 30, 1885.

Benjamin Dean. — Appointed Feb. 24, 1885, to succeed William Gray, Jr., for the term ending April 30, 1887. Reappointed in 1887, and served until June 2, 1890.

Patrick Maguire. — Appointed Feb. 24, 1885, to succeed Henry Lee, for the term ending April 30, 1888, and served until Feb. 20, 1889.

John F. Andrew. — Appointed May 11, 1885, in place of Charles H. Dalton, resigned. Reappointed in 1886, and served until May 13, 1889. Appointed July 16, 1894, to succeed Paul H. Kendricken, and served until May 30, 1895.

Isaac Fenno. — Appointed Feb. 1, 1889, to succeed Patrick Maguire, and served until the expiration of his term, April 30, 1891.

Thomas L. Livermore. — Appointed May 6, 1889, to succeed John F. Andrew, for the term ending April 30, 1892, and served until April 30, 1893.

Francis A. Walker. — Appointed May 19, 1890, to succeed Benjamin Dean, for the term ending April 30, 1893. Reappointed for the term ending April 30, 1896.

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Paul H. Kendricken. — Appointed March 30, 1891, to succeed Isaac Fenno, for the term ending April 30, 1894, and served until July 30, 1894.

Charles F. Sprague. — Appointed April 17, 1893, to succeed Thomas L. Livermore, for the term ending April 30, 1895. Resigned Jan. 14, 1895.

Edward C. Hodges. — Appointed Jan. 14, 1895, in place of Charles F. Sprague, resigned; also for the term ending April 30, 1898.

Laban Pratt. — Appointed June 10, 1895, for the term ending April 30, 1897, to fill the vacancy caused by the death of John F. Andrew.

Charles E. Stratton. — Appointed April 27, 1896, to succeed Francis A. Walker, for the term ending April 30, 1899.

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